



**MAPS**

**AIR MUSEUM**

*Where History Takes Flight!*

*Celebrating*

**30**

1990-2020

*Years*



Military Aviation Preservation Society (MAPS) Air Museum  
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# MAPS

## AIR MUSEUM

*Where History Takes Flight!*

It is hard to believe that five years have passed since the first edition of this history was published. MAPS has grown tremendously from the vision that the fourteen founders proposed in 1990 and will continue that growth in the future. I would like to thank all of the MAPS volunteers who willingly give of their time and effort in making this museum what it is today and all those that have helped produce this historical record.

The second edition of this work is dedicated to two MAPS members, two heroes who are no longer with us - Ralph Lynn Jr. and Robert Withee. They were members of the greatest generation - World War II veterans, both pilots (Ralph flew the B-24 Liberator bomber in Europe, Bob flew both the P-40 Warhawk and the P-51 Mustang fighter in the Pacific) who serve as inspirations for many of us that work at MAPS today. It is to them that I dedicate this work.



**Ralph Lynn Jr.**  
(October 26, 1919  
- March 16, 2018)



**Robert Withee**  
(June 14, 1921 -  
July 20, 2018)

*When most people first walk through the door onto the main hangar floor of MAPS, they are instantly filled with the wonder and curiosity of youth. They want to touch, to feel, to sit in and to explore these historical aircraft. The Military Aviation Preservation Society, however, is much more than just the aircraft that we display. It is the stories of the local men and women, who dreamed and flew and served which make this museum unique. We exist to tell their stories. While I want to dedicate this work to Ralph and Bob, I would be remiss if I failed to mention such names as Belcher, Cicchetti, Cramer, Epperson, Fuller, Kessler, Lane, LaPointe, McMahon, Pinn, Popiel, Porter, Ripple, Scott, Sewell, Taylor, Waters, Wentz, Winder and all of the other Ohio heroes that MAPS, especially the curator staff, has honored throughout our museum. Theirs are the stories that make MAPS what it is today. Only if we remember them, will the future that they fought for and the history that we must protect and learn from, remain alive.*



Reed J. Kimball  
Colonel, United States Army (Retired)  
Director of Education  
MAPS Air Museum  
January 2020



The purpose of documenting the history of the Military Aviation Preservation Society is to preserve the vision and dedication of those that have come before us, to maintain that focus and the efforts of those of us who preserve that vision today, and to instruct those yet to come of the need to remember the past and the dangers of forgetting the lessons of history.

# MAPS

## *The First 30 Years*

### Section I: Prequel.

In 1981, the Ace of Spades Wing of the Confederate Air Force was formed in the Akron-Canton area. With a membership that averaged 25 aviation enthusiasts, the group developed an interest in working on and flying its own aircraft.

In 1988, a small group of members from the local Ace of Spades Wing of the Confederate Air Force (now re-named the Commemorative Air Force—CAF) discovered that they would not be able to hangar any CAF flyable aircraft in the Akron-Canton area. Working within the CAF to bring an aircraft to the area would have meant certain restrictions and financial obligations beyond their capabilities. This group then decided to look into what it would take to form their own organization that could restore, and one day fly, vintage military aircraft.

A core group of this CAF Wing began to meet at the Pizza Hut on Arlington Road in late 1988 to explore other methods to achieve their dream. These fourteen founding members were:

- |                    |                 |
|--------------------|-----------------|
| Wesley Shank       | Martha Tenan    |
| Dennis Carroll     | Charles Moore   |
| Dennis Gugliotta   | Charles Tillson |
| James Helmick      | Nadine Bluhm    |
| Rick Tenan         | Tom Hughes      |
| William Tenan      | Paul Gates      |
| Phillip Schweigert | James Purton    |

They came to the conclusion that a separate organization, not affiliated with the CAF, would have to be formed. This new organization would have its own identity and take steps to bring in one or more aircraft, which would in turn help the organization grow. Wesley (Wes) Shank took on the leadership of the group and began the process of researching other established museums and organizations regarding what would be required to create their own aviation organization. In mid-1989, Wes wrote to several individuals and organizations in an attempt to explore mutual opportunities that would bring aircraft to the area.



## Section II: The Early Years.

1990



In early 1990, David Tallichet, the owner of many successful restaurants across the country, contacted Wes. Tallichet, who flew 23 missions over Europe as co-pilot of a B-17, owned over 100 aircraft around the world under the banner of the Military Aircraft Restoration Corporation (MARC), a subsidiary of his corporation, Specialty Restaurants Incorporated. Tallichet had just returned from England where he flew his B-17 (N3703G) in the filming of the movie “Memphis Belle” in which his aircraft was painted and modified to serve in the title role. His aircraft was one of five real B-17s that were rounded up for the filming of “Memphis Belle”, out of eight “Flying Fortresses” that were airworthy during the late 1980s.

David expressed interest in discussing the subject of the letter he received from Wes. These talks led to an agreement whereby planes would be leased to the group for \$1.00 per airframe per year. On May 1, 1990, an Aircraft Restoration Agreement was signed between the Military Aircraft Restoration Corporation and the Ace of Spades Wing of the Confederate Air Force for the loan of two Douglas SBD Dauntless airframes referred to as: “Now located in Herington, Kansas, a SBD, without wings and no vertical/horizontal” and “Now located in Chino, California, a SBD with damaged wings and no vertical/horizontal”. In return, the group would provide the working space required to restore the planes to airworthy condition. MARC would pay for materials with the local group’s labor, tools and shop equipment being volunteered.

In the Spring of 1990, Wes, Rick Tenan and Dennis Carroll approached the Akron-Canton Regional Airport about using the former Air National Guard hangar on the west side of the airport. Although they were not successful in this endeavor, the Airport did permit the use of four-thousand square feet (two bays at the north-east end) of the old National Guard maintenance building (the current restoration building) for the housing and restoration of MAPS planes at no cost.

The next step was to begin formalizing the organization. From the back of a napkin emerged the name, “Military Aviation Preservation Society”, or “MAPS” for short. On June 21, 1990, the Military Aviation Preservation Society was incorporated with the State of Ohio. All that remained to be done was the formal organization of the new group. By-laws, articles of incorporation, job descriptions and regulations were written, other details worked out. On September 3, 1991, MAPS was determined to qualify as a non-profit, tax exempt organization under the provisions of section 501(c) 3 of the Internal Revenue Code with an effective date of June 21, 1990. The dream was becoming a reality!

So the organization was set! The founding members began to realize, however, that the real work was yet to come. One summer’s evening early on, they stood outside the building, with one of them remarking, “What the hell do we do now?”

Meetings and work sessions were originally held on, Wednesday evenings from 7:00 PM to 10:00 PM and on Saturdays from 8:30 AM until noon. In April of 1990, building work and parts cataloging sessions were started on Mondays from 7:00 PM to 10:00 PM.

On July 23, 1990, the first of David’s aircraft arrived. These first airframes consisted of the partial fuselages of three Douglas SBD (Scout Bomber Douglas) Dauntless World War II carrier planes. Two of these airframes were slated for restoration but were in need of major restoration work. Both airframes arrived at MAPS in pieces. In addition, many parts were missing. The third SBD, reportedly a victim of a World War II training accident on Lake Michigan, arrived on August 6, 1990. This third SBD, a known combat veteran, was used for parts for the first two airframes. MARC eventually relocated these airframes and they are no longer at the museum.

In July and August of 1990, two major local newspapers ran articles and/or photos about the group’s formation, and it was in August of 1990 that

the first membership meeting occurred in the maintenance bays with 20 members on the Association rolls.

Shortly after this first meeting, the next aircraft was received by MAPS from David Tallichet. This aircraft was a Beechcraft Model-18 which was flown in for restoration. The aircraft was originally built as an Army Air Corps C-45 (Serial #43-33316) but was later transferred to the Navy as an SNB-2 (Scout Trainer

Beechcraft) with Navy Bureau #67103 and later upgraded to an SNB-5. This aircraft, built in 1943, saw service in the Army Air Corps, the Navy and the Marines. This aircraft is still at MAPS. *(It should be noted for reference that the first two digits of Army Air Corps and subsequently Air Force and Army serial numbers of most aircraft represent the year the contract for the airframe was finalized. Navy Bureau numbers are sequential and have no relation to the aircraft contract.)*



**Beechcraft Model 18 (SNB-5)  
(Serial # 43-33316)**



**SBD at Cleveland Air Show**

On September 1, 1990, an SBD Dauntless fuselage was transported and displayed at the Cleveland Air Show. This was the first “public” appearance of MAPS aircraft.

At 7:30 PM on September 26, 1990, the first meeting of the MAPS trustees occurred at the Akron-Canton Airport. The first trustees were Rick Tenan, James Purton and Wes Shank. Both Tenan and Shank were present at this first meeting. James Helmick was appointed MAPS Commander (President) with Charles Tillson appointed as Financial Director, Rick Hartzell as Chief of Restoration, and Dennis Gugliotta as Project Manager. During the second Trustee meeting on October 8, 1990, Helmick's title was changed to Executive Director, Gugliotta was appointed as Assistant Director, and Hartzell's title was changed to Lead Mechanic.

In November of 1990, the first edition of *The MAPS Briefing* was published to provide information to the members of the organization.

1991



On March 1, 1991, MAPS received a letter from Fred Krum, the Director of Aviation of the Akron-Canton Regional Airport. In part, this letter read:

*This letter is to advise you that the Akron-Canton Regional Airport Authority is granting the Military Aviation Preservation Society (MAPS) use of the red brick building immediately adjacent to the Old National Guard Facility located on the west side of the Airport.*



**Original MAPS Museum Building**

The Winter of 1990-1991 presented severe working conditions for volunteers. MAPS still occupied only two bays on the north-east end of the old National Guard maintenance building. The rest of the building was filled with airport maintenance equipment, tires, spare parts and junk. Despite the fact that the maintenance building was unheated, MAPS volunteers worked on the planes on many cold nights that winter. Plastic sheeting was put up to surround the work area, with torpedo and kerosene heaters providing some relief from the cold.

While the proposed agreement granted use of the building, MAPS was required to provide building maintenance and to pay for utilities. The letter stated that the agreement was to be good for a 10-year period. It concluded by indicating that, while the Airport Authority was occupying a great deal of the space in the building, it was their intent to reduce this usage. They could not, at that time, provide a specific time frame for the termination of that use. While this removal did not occur quickly, it did allow more space to be cleared for museum operations and restoration activities. Over the next two years, the details of this agreement were negotiated and a number of changes incorporated in the final document.

By March of 1991, MAPS could boast of 70 members who met on Wednesdays from 7:00 PM to 10:00 PM and Saturdays from 8:00 AM to noon. In May of 1991, garage doors were installed in the east end of the building.

In September of 1991, three more airframes arrived at the MAPS facility. These aircraft included a Douglas C-47B Dakota (Skytrain), a North American T-28 Trojan and the partial fuselage of a North American P-51 Mustang. The Douglas C-47B

(Serial #45-928) and the North American T-28 (Serial #51-3565) are still at the museum. (*NOTE:* For those not familiar with the standard designation system for military aircraft, one has been included inside of the back cover of this book.)



**North American T-28 (Serial #51-3565)**



The need to place the C-47 (as well as the Beechcraft at certain times) on the flight line outside of the building caused some problems for restoration crews as the aircraft were now in the Airport Operations Area (AOA) of the airport. As such, access to the aircraft was limited. At the time only one MAPS member had AOA authorization, so he was required to escort all members to and from the flight line and to supervise all aircraft work.



**Douglas C-47B (Serial # 45-928)**

On December 31, 1991, Dennis Carroll was appointed Interim Executive Director of MAPS, replacing James Helmick, who resigned on December 16th. On July 1, 1992, he became the first full-time Executive Director of the organization. He served in this capacity until September 1, 1992.





In January of 1992, the Army National Guard donated a building heater to MAPS to heat the facility so work could be done throughout the winter months. In March of 1992, the Akron-Canton Regional Airport bought the Firestone hangar near the main terminal. As a result, MAPS was granted more building space from the Akron-Canton Airport to use for setting up a machine and sheet metal shop.

In March of 1992, MAPS received a visit from Ensign George Gay. Ensign Gay was stationed aboard the U.S.S. Hornet during the Battle of Midway, the only survivor of Torpedo Squadron 8.

During this same period of time, MAPS received two additional airframes. On April 12, 1992 the fuselage section of a British Hawker Sea Fury was received; the wings arrived a week later on April 20th. The Sea Fury was later transferred and is no longer in the MAPS collection.

On May 27, 1992, a Mikoyan-Gurevich (MiG)-17 aircraft arrived at MAPS. The MiG-17 at the MAPS museum is actually a Polish-built PZL-Mielic Lim-6bis (Serial #1J-04-19), which differs slightly from the Soviet MiGs in that it carries a braking parachute on the tail and an extra set of weapon pylons. It had been purchased by MARC from a private collector and donated to MAPS for restoration.

The Lim-6 was moved into the building next to one of the SBD-5 fuselages. Some concern was expressed about the condition of the airframe when, in mid-June of 1992, it was discovered that its ejection seat was still armed!

The airframe was originally restored and painted as a Russian MiG-17. Starting in November of 2017, the Lim-6bis was re-painted to original Polish markings with fall camouflage paint scheme by students from the Portage Lakes Career Center Aviation Technology Program.



On June 15, 1992, John Viscovitz was appointed as MAPS second Assistant Director.



**PZL-Mielic Lim-6bis (Serial #1J-04-19)**

The MAPS MiG-17 and SNB-5 were featured attractions at the “Aviation Show” days at the Akron-Canton Airport in July of 1992.

On August 22-24, 1992, the B-17 “Nine-o-Nine” and B-24J “All American” paid their first visit to the MAPS museum. MAPS had been contacted only 11 days prior by the Collings Foundation regarding a visit to the Akron-Canton Regional Airport. The Collings Foundation is a non-profit, educational foundation, whose purpose is to organize and support “living history” events that enable Americans to learn more about their heritage through direct participation. This first visit was so successful for both the Collings Foundation and for MAPS, it became a recurring event. In 2015 “All American” was repainted and named “Witchcraft”. Since that first event, the Collings Foundation has added a B-25 Mitchell bomber, a P-51 Mustang fighter and, most recently, a P-40 Warhawk to the “Wings of Freedom” tour. The weekend event has attracted over 3,000 guests each year since the 2017 show. Unfortunately, on October 2nd, 2019, the B-17 “Nine-O-Nine” crashed at Bradley International Airport in Connecticut.





**B-17 "Nine-O-Nine"**



**B-24 "All American"**



In the Fall of 1992, MAPS laid its own gas line and was able to connect a natural gas service to the building. This led to the installation of furnaces to supply much needed heat. Six building heaters were donated to the museum in September of 1992. The heating system was activated on December 2, 1992.

On Sept. 26, 1992 MAPS held the first of several hangar dance fund raisers. The first was themed as a 1940's Hangar Dance and was held at the Million Air Hangar off Greensburg Road with music provided by the Akron Big Band and included a 1940's

Dress-Up Contest. Subsequent Hangar Dances were held on May 22, 1993 (at Million Air), June 1995 at the 356th Fighter Group Restaurant (in conjunction with the B-26 Historical Society), and on October 10, 1998 (a USO Dance at the Ohio National Guard Facility). The last hangar dance was held on May 10, 2008 in the MAPS hangar.

On December 7, 1992, John Viscovitz accepted the position of MAPS Executive Director and appointed Doug Landry as Assistant Director.

**1993**



**Link Trainer**

A second North American T-28A Trojan airframe (Serial #57-3622) arrived at the museum on February 12, 1993, with two Link Trainers which were donated in April of 1993, from a private donor. The Link Trainer

is a flight trainer made between the early 1930s and the early 1950s used to train pilots on flying by instruments.

On April 11 and 12, 1992, MAPS held the first of several off site displays at Chapel Hill Mall in conjunction with the Goodyear Model Airplane Club. Several spring displays were held in conjunction with the club, and Veterans Day displays were also held for several years until kiosks on the mall floor removed available space for displays.

On May 1st, 1993, after back and forth negotiations, a lease was signed with the airport for the old National Guard maintenance building. The cost to MAPS for

use of the facility was \$1.00 due on the first day of each year of the agreement. The initial lease was for a 5-year period with an option for three additional years. The last of the airport's equipment was removed in June and July of 1993. Start of construction of what was to become the MAPS Air Museum started soon after MAPS hosted a group of 60 World War II veterans on August 1, 1993. These veterans belonged to Marine Scout Bombing Squadron (VMSB) 343. This unit flew Douglas Dauntless dive bombers in the South Pacific. They were interested in the ongoing restoration efforts on the MAPS SBDs and had many tales to tell of their exploits.

On November 23, 1993, the Trustees accepted the resignation of Executive Director John Viscovitz. The position of Executive Director remained unfilled until early 1999. Trustees assumed the functions and duties of the position.



**Museum Construction**



MAPS was able to secure metered electrical power to the building over Thanksgiving weekend of 1993. This corrected the problem MAPS had in relying on the Chautauqua Service Facility in the hangar next

door for power. Though free, occasionally it was turned off and volunteers worked in the cold, or not at all, when darkness fell.

### Section III: Slide and Recovery.

1994



January 1, 1994, the MAPS trustees approved an official organizational name change to the “Military Aviation Preservation Society Air Museum”.

Challenges came early in 1994 as the separate utilities nearly led to financial collapse of the organization. Fund-raising activities had not built up enough money to get through the Winter of 1993-1994 and to pay utility bills that had not existed before that season. Fortunately, MAPS was able to encourage Goodyear to donate two blimp rides. The raffle to award these rides resulted in \$4,476 in income during the late Winter and early Spring, saving the organization. Due to the success of this program, the blimp ride raffle continued to be a fund raiser for MAPS for a number of years.

In early 1994, an OQ-2A Radioplane target drone was donated and arrived at MAPS. In 1945, a picture of a young 18-year old girl named Norma Jeane Dougherty was taken as she was working on these aircraft 10 hours a day for \$20 a week. She became famous a few years later with a different name - Marilyn Monroe.

aviation artifacts (either on loan or as gifts) from both members and local area families. Key to the effort in improving public access and support was the creation of a public display room and a museum store, both of which were built in the south end of the maintenance building.



Display Room



Museum Store



OQ-2A Radioplane



Norma Jeane

On April 30, 1994, MAPS Air Museum opened its doors to the public and began conducting regularly scheduled tours of the facility. Prior to this time, tours were provided by trustees at specific times (primarily, but not exclusively, during the Wednesday night and Saturday morning sessions). During this time, the museum acquired more military

The next several years brought more improvements to the museum. Through the local news media, word got out about MAPS and the organization started to see a growth in membership and donations, both financial and historical. During this time period, several World War II veterans and active MAPS members with artistic talents began sharing their military memories by painting pictures of their aviation experiences. Their artwork and paintings are still on display throughout the Museum. When upgraded over the next few years, this original museum facility housed office space, the museum theater/meeting room, display area, a library, the museum store and the restoration area.

In mid-July of 1994, David Tallichet and the Military Aircraft Restoration Corporation donated the Polish MiG-17 that had been on display at MAPS, to the museum. This was the first aircraft to become the sole property of the museum.

During the month of August 1994, MAPS took delivery of a Martin B-26 Marauder (Serial #40-1459) which came in sections throughout the month. One of only seven complete airframes known to exist at that time, the “short wing” Marauder was one of three that made a forced landing in British Columbia on January 16, 1942. The airframe was recovered by David Tallichet in November of 1971.



**Martin B-26 (Serial # 40-1459)**



**B-26 Dedication**

The Marauder was dedicated on September 9, 2012 in a ceremony attended by over 30 WWII Veterans, 20 “Rosie the Riveters” and 200 guests. Comments were provided by a member of the Ohio Senate.

On October 9, 1994, the first of what was to become a regular MAPS event was conducted. This first breakfast featured a visit by David Tallichet’s B-17 *Memphis Belle*. Originally, the Pancake Breakfast and Open House was held in April and October of each year. The Pancake Breakfast is still a regular event on the MAPS calendar, often attracting over 1,000 visitors.



**MAPS Pancake Breakfast**

1995



A full scale mock-up of the gondola of the Goodyear blimp “Spirit of Akron” was donated to MAPS on May 6, 1995 and became part of the lighter-than-air display.



**Goodyear  
Blimp  
Mock-Up**

On June 10, 1995, MAPS hosted a reunion of the Marauder Historical Society. One of the guests was Major General (Retired) David Jones, a member of the Doolittle Raiders..



On January 26, 1996, the Board of Directors approved a mission statement for MAPS. This approved statement read:

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



**Bell AH-1S (Serial #70-16084)**



On May 13, 1996, a Bell AH-1S Cobra helicopter (Serial # 70-16084) arrived at the MAPS museum for static display. The Cobra was a donation from the U.S. Army Aviation Systems Command and had been assigned to the 4th Squadron, 107th Armored Cavalry Regiment, based at the new Army Aviation Support Facility (AASF) number 1 which was located on the north side of the Akron-Canton Regional Airport.

MAPS hosted the first car show held at the museum on July 14, 1996, when the Antique Auto Touring Club spent the day displaying vintage automobiles. Car shows have also become regular events at MAPS.



**MAPS Car Show**



**Bell OH-58A (Serial # 69-16153)**

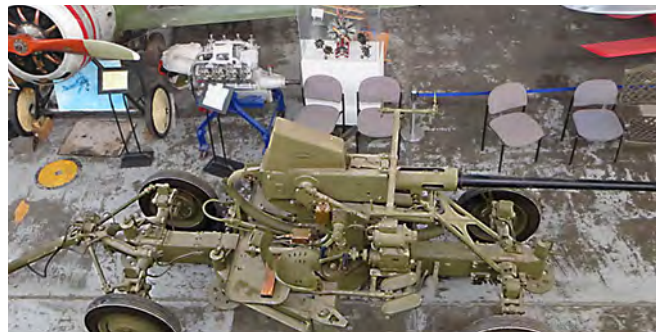
On September 27, 1996, a Bell OH-58A Kiowa (Serial #69-16153) was received from the 1st Battalion, 137th Aviation (formerly the 4th Battalion, 107th ACR) located at the Army Aviation Support Facility at the Akron-Canton Regional Airport.



In August of 1996, the museum extended their hours of operation to include Mondays (during summer months) from 9:00 AM to 4:00 PM and Saturdays until 4:00 PM.

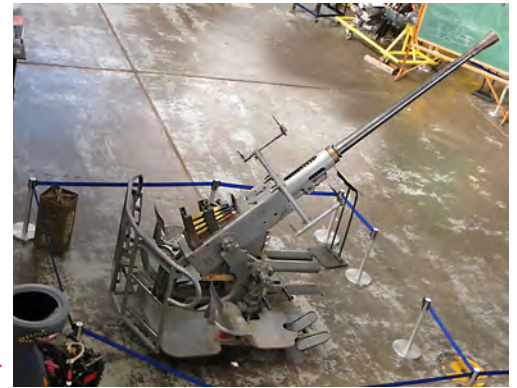
In September of 1996, the Summit County Historical Society donated all aviation/military assets in its collection to MAPS. Two 40mm Bofors anti-aircraft guns and two recoilless rifles (105 mm and 75 mm) were included in this donation and were placed on display in the museum. Weapons of these types were produced during World War II by the Firestone Tire and Rubber Company under contract to the United States Government.

On November 16, 1996, MAPS hosted a dinner at the museum. The honorees and speakers for the evening's event were members of the Tuskegee Airmen.



▲ Army Version

**Bofors 40 mm  
Anti-Aircraft  
Guns**



Navy Version ▶

1997



Through generous donations from the Timken Family and Timken Foundation, the MAPS library was developed and dedicated on May 7, 1997 as the Louise B. Timken Aviation Research Library. Mrs. Louise Timken and Mr. Jack Timken were honored at the dedication ceremony for their support that made completion of the library and associated briefing room possible. This library housed a vast collection of vintage aviation books and memorabilia and was available to all MAPS members for their research and enjoyment.



On May 24, 1997, the fuselages of two Bell P-39 Airacobras and a Curtiss P-40N Warhawk arrived at MAPS. These aircraft, recovered from New Guinea, came from the Tallichet aircraft collection. The aircraft wings were delivered in August of 1997. One of the P-39 fuselages (Serial #42-19995) was from an aircraft named "Snooks 2nd" which was flown by William H. Shomo. Shomo would later win the Medal of Honor for combat action on January 13, 1945, while flying a P-51 Mustang. None of these airframes are still at MAPS.



**The original Louise Timken Aviation Research Library**

The initial MAPS website was created in May of 1997 with the web address <http://angelfire.com/oh/mapsairmuseum/>. Angelfire donated the use of their services for the MAPS Air Museum website. The current MAPS website (<http://www.mapsairmuseum.org>) was brought on-line in July of 2000. In 2018, the MAPS website was redesigned with a new format and upgrades that allowed for access to significantly more information.

On May 30th, 31st and June 1st of 1997, MAPS participated in “The Reunion - Weekend of Heroes” at the Akron-Fulton Airport. Organized by the Salvation Army, the 3-day event included an air show with World War II aircraft, parades, displays and a USO show. MAPS provided a display at the event consisting of a Bofors gun, two engines and one of the Link Trainers in addition to a mini gift shop.

## 1998

The first addition to the MAPS facility was finished in January of 1998. This was a small concrete block outbuilding attached to the west wall of the facility near the airport fence. This building was designed to store flammables and some motorized equipment.

On June 30, 1998, the Akron-Canton Airport was struck by a severe thunderstorm with winds clocked up to 97 miles per hour. The high winds snapped a tie-down cable on the C-47 Dakota and swung the aircraft’s tail into the AH-1 Cobra parked next to it. The C-47 suffered damage to the left wing, horizontal stabilizer and internal bulkheads. The collision caused damage to the turret shroud and engine compartment door of the AH-1.



C-47/AH-1 damage.

## 1999

Mike McFarland was introduced to MAPS members as the new Executive Director on February 3, 1999.

In the Spring of 1999, MAPS acquired its first flyable aircraft, a Taylorcraft L-2 Grasshopper. The aircraft was obtained from a private owner in Massillon, Ohio. The L-2 has since been sold and is no longer part of the MAPS collection.

On September 22, 1999, MAPS members learned from an “un-official” source that the Chautauqua Airlines maintenance facility (then a subsidiary of U. S. Air through Republic Airlines) north of the museum building would be vacated in March of 2000. Initial contact with airport officials could not verify that such a move was planned. The source went on to say that “if” such a move occurred, it could not commit the facility to MAPS until other airlines and businesses were contacted for potential “for profit” use.



## Section IV: Growth & Expansion.

2000

By May of 2000, the 10th anniversary of MAPS, the organization roster listed 345 members, a substantial growth from the original 14 founding members.

On June 24th and 25th of 2000, MAPS hosted its first Air Show titled “Our Aviation Heritage — Air Show and Expo 2000”. The airshow celebrated the 10th anniversary of the founding of MAPS and 50th anniversary of the start of the Korean Conflict. Despite poor weather over the weekend, it was estimated that over 9,000 visitors attended.



MAPS Air Show & Expo 2000



On August 26, 2000, a letter was written to Mr. Fred Krum, Director of the Akron-Canton Regional Airport. A central paragraph of this letter read as follows:

*To the north side of our current facility is a building that we must acquire if the dream of the MAPS Air Museum is to continue. The historical value of the old Ohio Air National Guard hangar merits nothing less than it being used to preserve our aviation history and provide educational exhibits. To demolish or use this building in any other fashion other than to promote history would be, in my opinion, a great misfortune.*

This letter was just the start of a two-year period of communications and negotiations between MAPS and the Akron-Canton Regional Airport that ultimately led to Fred Krum handing the master keys to the hangar to Don Wohlin and saying; “Don, lock it up tight and do not let anyone in. It took a while, but it is yours.”



Future MAPS Hangar (2000)

2001

The second MAPS Air Show was held on Saturday June 23rd and Sunday, June 24th, 2001. Titled the “2001 Aero Expo - Our Aviation Heritage”, the event attracted approximately 23,000 visitors to the facility and to the Akron-Canton Regional Airport. Among the dignitaries who attended and were listed in the Expo program were Colonel Robert Morgan (pilot of the

B-17 Memphis Belle), General Paul Tibbets (pilot of the B-29 Enola Gay), Captain Charles Albury (co-pilot of the B-29 Bockscar), and Wadsworth native Navy Captain Mike Foreman then assigned to the NASA Astronaut Office Space Station Branch. He was later to fly shuttle missions STS-123 in March 2008 and STS-129 in November 2009.

Soon after the 2001 Air Show, MAPS received a letter dated June 26, 2001 from the Akron-Canton Regional Airport. This letter stated that the former Chautauqua Airlines hangar north of the museum facility was to be leased to MAPS. While the details of this agreement were yet to be worked out, it “opened the door” for MAPS to expand. In the years immediately preceding this event, MAPS leadership was considering building their own hangar in order to increase restoration and museum areas. This was the building that MAPS tried to acquire in 1990 from the airport but it had not been available because it was leased out to other airport businesses for the next ten years. A lease proposal was received from the Akron-Canton Regional Airport for use of the hangar for an “indefinite” period for a fee of \$1.00 per year. Initial paperwork was received on November 30, 2000 for review and comment. A

number of changes were made to this agreement before it was finalized and signed.

Before the facility could be utilized for museum purposes, however, significant work would need to be done including painting, asbestos removal, installation of a fire suppression system, electrical upgrades, bathroom construction/renovation, and sewer and water line installation. While aircraft could be stored and worked on in the new facility, no public access to the hangar would be permitted until all areas were brought up to code. In the Fall of 2001, the process was started to clean and repair the former Air National Guard hangar for ultimate occupation. A temporary occupancy permit was issued for the facility allowing up to 15 people in the building at a time until improvements were made and inspected.

## Hangar History



In October of 1951, the U.S. House of Representatives appropriated \$4,198,523,208 for military construction, of which \$1,558,000 was designated for an Ohio Air National Guard training center at the Akron-Canton Airport for the 121st Reserve Air Base Group. Akron Municipal Airport, which had been serving the base, objected but the Akron-Canton Airport won. A headquarters building, hangar, and supply building were erected on the west side of the airfield and the group moved from Akron to its new location in October of 1952. The structures were built to accommodate 457 Air National Guard troops and 25 to 30 fighter-bombers.

The coming of the air base brought with it the issue of extending one runway from 5,600 feet to 7,000 feet to take care of jet airplanes. No sooner were such plans reported under consideration than neighboring communities that would be in line with the extension voiced vigorous protests. Akron joined the fight against the extensions as they wanted the Guard to move back to the Fulton Airport. The loss of this runway project would impact a decision made by the Air National Guard just three years later.

The first organization that was housed in what was to become the MAPS Air Museum was the 112th Bombardment Squadron which arrived on

October 9, 1952. With its return from France, the squadron was re-formed at Akron-Canton Municipal Airport. When the unit arrived, it was re-equipped with F-51H Mustangs. They were one of the last two Air National Guard squadrons to fly this version of the Mustang. The F-51 was the same Mustang fighter that achieved fame as the P-51 during World War II. (NOTE: The newly formed United States Air Force changed fighter designations from “P” for “Pursuit” to “F” for “Fighter” in 1947.)



**112<sup>th</sup> Fighter Squadron, Akron, Canton Airport –1955**  
*(Note) Aircraft on the ramp: C-46, C-47, F-51s, T-33 and F-84E*





On February 24, 1954, the unit was re-designated from 112th Bombardment Squadron to the 112th Fighter Squadron. At that time, the unit submitted a formal request to change the old emblem representing the 112th

Bombardment Squadron to a new emblem that would represent the newly formed 112th Fighter Squadron. The new emblem was officially approved and became federally recognized on March 9, 1954.

In October 1955, the 112th was informed that it was to receive F-84E Thunderjets, but since the runways at Akron-Canton Municipal Airport were deemed inadequate for jet operations, it was decided to construct an entirely new facility for them at the new Toledo Municipal Airport. The 112th Fighter Squadron left Akron-Canton for the Toledo Municipal Airport on April 1, 1956, and retired their Mustangs for T-28A Trojans, and operated the T-28As and F-84Es until the summer of 1958. The T-28s were replaced with new F-84F Thunderstreaks and the squadron was designated as a Tactical Fighter Squadron.

As the 112th was preparing to leave the hanger facility, it became home to the 145th Air Transport Squadron. The 145th ATS was a new Air National Guard organization, not having prior USAF history or lineage. Assigned to the 121st Tactical Fighter Wing at Columbus for administrative and logistical support, the 145th received federal recognition on March 17, 1956. It was initially assigned C-46D Commando twin-engine propeller transports. On July 1, 1958, the squadron converted to the C-119J Flying Box car transports that were fitted for aeromedical transport. At this time, the unit designation was changed to the 145th Aeromedical Transport Squadron. The mission of the squadron was realigned to air refueling of Tactical Air Command aircraft in July of 1961. Again, the short runways at the Akron-Canton airport led to the movement of the squadron to Clinton County Air Force Base on July 1, 1961 when

it was scheduled to upgrade to KC-97 Stratotankers.

On November 1, 1961, the complex became home to the Aviation Company, 107th Armored Cavalry Regiment (ACR). The hangar was utilized to house full-time staff and to provide space for aircraft maintenance and airframe support. The other buildings housed Headquarters Troop, Troop E, and Troop F, of the 2nd Squadron, 107th ACR, which moved into the complex on December 1st, 1961. The 2nd Squadron was a ground cavalry unit. The Aviation Company of the 107th initially flew both fixed-wing (Cessna O-1 Bird Dog) and rotary-wing (Bell H-13 Sioux and Sikorski H-34 Choctaw) aircraft. On October 27, 1965, the Aviation Company was redesignated as Troop N, 107th ACR. In early 1972, the 107th went to all helicopter aircraft which consisted of Bell UH-1 Iroquois (unofficially the Huey), Bell OH-58 Kiowa and Bell AH-1 Cobra helicopters. The unit remained in place until May 1, 1978 when it changed its designation to Air Troop, 107th ACR, with half of the organization located at the Akron-Canton Regional Airport and half in Columbus.



Elements of the 2nd Squadron remained at the facility until 1974. A new flight facility was constructed on the north side of the Akron-Canton Regional Airport in 1986 and a new armory was built in 1988. The aviation assets moved from the current MAPS hangar to the new facility in late 1986. Upon completion of the armory in 1988, the remainder of the units followed. On September 1, 1988, the squadron was re-designated as 4th Squadron, 107th ACR. These units remained in the force structure until September 1, 1996 when they were reorganized as various aviation elements. However, most were assigned to the 1st Battalion, 137th Aviation which is still stationed at the Akron-Canton Regional Airport.

Between 1993 and 2000, the hangar was rented by the Akron-Canton Regional Airport to Chautauqua Airlines. In 1979, Akron-Canton Regional Airport was linked to Pittsburgh when Chautauqua Airlines began operating Short 3-30 aircraft. In late 1993 maintenance facilities had been established and about three dozen maintenance personnel were relocated to the old National Guard hangar at the Akron-Canton Regional Airport. In October of 1999, Chautauqua announced plans to relocate its 60 flight and maintenance per-

sonnel to Fort Wayne, Indiana, concurrent with the relocation of its maintenance center. Chautauqua personnel had learned of this move prior to this time and, because they had become friends with their MAPS neighbors, MAPS became aware of the pending vacancy. Communications and negotiations with the airport authority started soon after and continued for the next two years. Chautauqua's move was completed in May of 2000 with a formal transfer of the facility to MAPS occurring in August of 2001.



The old National Guard hangar is now an integral part of the MAPS Air Museum. Through the acquisition of this hangar, the MAPS Air Museum had the opportunity for continued growth and expansion of its operation.

A Ryan L-17B Navion (Serial # 48-1075) was placed at the MAPS Air Museum for storage and display in



**Ryan L-17B Navion (Serial # 48-1075)**

June of 2001 by a private owner. The airframe flew for the first time after restoration on April 4, 1998. Due to loss of its hangar space at the Akron-Canton Regional Airport, the owner approached MAPS after the first air show with a request for hangar space; the airframe arrived at the museum soon after the hangar was opened for use. This was the first airframe which was not part of the MAPS collection but stored and displayed in the facility.



Joe Cheveraux was selected as MAPS Executive Director on August 1, 2001. He served in this capacity until November of 2006.

On September 1, 2001, the museum adopted new hours in response to increased public interest. The museum would now be open Monday, Tuesday, Thursday, Friday and Saturday from 8:00 AM to 4:00 PM and on Wednesday from 8:00 AM to 9:00 PM. Previously, the museum had been open Saturdays from 8:00 AM to 4:00 PM and Wednesday from 6:00 PM to 9:00 PM during Winter months, adding Mondays from 8:00 AM to 4:00 PM during Summer months. In January of 2002, the opening time was moved back to 9:00 AM.

The terrorist attacks in New York City and Washington DC occurred on September 11, 2001. The "fallout" from these attacks resulted in significant changes in security procedures at the Akron-Canton Regional Airport and, by default, the MAPS Air Museum. A visit by representatives of the FBI to MAPS pointed out some security issues and recommendations for improvement of security procedures that needed to be made. As a result, public access to the ramp area was prohibited and cars could not park within 5 feet of the airport fence line.

In October of 2001, the owner of a Cessna O-2A Skymaster (Serial # 68-10862) was granted storage approval for that airframe within the MAPS hangar facility. The O-2A was later sold by the owner and moved from MAPS.



On February 16, 2002, the oldest airframe on loan to the MAPS museum arrived. The Martin Glider had been stored in the “attic” of the McKinley Museum since July 1978 when the addition of a new display left no room for the aircraft to be displayed. Designed and built by William H. Martin of Canton,

Ohio, the glider initially resided at the Smithsonian Museum in Washington, DC next to the “Spirit of St. Louis”. The Martin Glider, now refurbished and displayed, was dedicated on November 12, 2005.



**Martin Glider Rebuild**



**Martin Glider**



**Pearl Harbor Display**

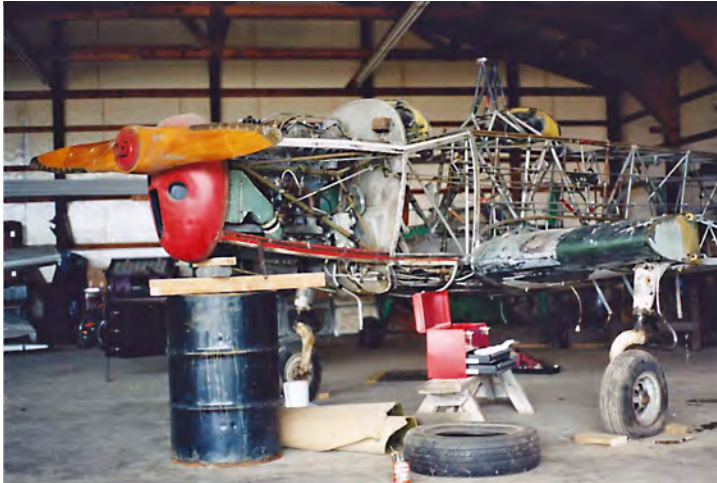
During the MAPS Air Museum member’s meeting held on Wednesday, May 1, 2002, an announcement was made that MAPS would be receiving an artifact from the U.S.S. Arizona. This artifact was requested in honor of a member’s brother who was killed during the attack. His remains are still on the Arizona with a large number of his shipmates. A formal letter of request was sent to Congressman Tom Sawyer.



**U.S.S. Arizona Artifact**

Congressman Sawyer then requested and received permission for the artifact to be shipped to MAPS. The item was a rusted, twisted piece of metal from the Arizona’s superstructure. This artifact now is in the display commemorating the Pearl Harbor attack and was dedicated at the museum on December 4, 2004.

On April 1, 2002, one of the museum's older airframes started to arrive for restoration. The Fairchild PT-19A Cornell (Serial # 43-31365) was a gift to MAPS by a donor from Cleveland, Ohio. First developed in 1938 as a civilian aircraft, orders for this rugged primary trainer (PT) grew rapidly with the onset of World War II. During World War II, more U.S. pilots were trained in the PT-19 than any other aircraft. The restored airframe was dedicated on November 1, 2014.



Fairchild PT-19A (Serial # 43-31365)

MAPS Aero Expo 2002 "Defenders of Freedom" was held at Akron Fulton Airport on June 22-23, 2002. The location was moved due to the pending closure of a runway for a \$13.5M runway extension project underway at the Akron-Canton Regional Airport. The airport felt that taking another runway out of commission for the air show (leaving only one usable) would not be possible. It was estimated that 50,000 visitors attended this event honoring the 60th anniversary of Doolittle's Tokyo Raid. Three of the original "Doolittle Raiders" were on hand for the event: Richard Cole (co-pilot of Doolittle's aircraft #1), Thomas Griffin (navigator of aircraft #9) and William Bower (pilot of aircraft #12).

A letter was received dated November 15, 2002, from the Director of the United States Air Force Museum at Wright-Patterson Air Force Base. This letter started with the following statement:

*I would like to extend my congratulations to the Military Aviation Preservation Society (MAPS) Air Museum for successfully achieving museum certification by the United States Air Force Museum (USAFM).*

This approval opened up a tremendous pathway for expansion of the museum collection over the next three years.

In November of 2002, the owner of a P-51D Mustang (Serial #44-84962) brought his aircraft to MAPS for storage and display. The aircraft was ultimately sold by the owner and is no longer in the museum.





In February of 2003, a complete Link Trainer arrived at the MAPS museum in trade for the partial trainer that had been in the inventory since April of 1993.



**Link Trainer**

Aero Expo 2003, "A Century of Flight", sponsored by MAPS, was held at the Akron Fulton Airport on June 21-22, 2003. Among the distinguished visitors listed on the Expo program were: Roger Palmer (P-38 Pilot), John Richard Rossi and Peter Wright ("Flying Tiger" Pilots) and the United States Navy Parachute Team. An estimated 42,000 visitors attended this two-day event.

In August of 2003, a North American T-6 "Texan" was brought to MAPS for storage and display. The owner of this airframe relocated the craft and it no longer appears in the MAPS collection.

**MAPS**  
**AIR MUSEUM**  
*Where History Takes Flight!*

On November 10-14, 2003, MAPS recovered a McDonnell-Douglas F-4S Phantom II (Bureau # 155764) from the Cherry Point Marine Corps Air Station in Havelock, North Carolina. The F-4 Phantom, last assigned to Marine Fighter Attack Squadron (VMFA) 235, was to become part of the Navy drone program. When that program was canceled, the airframe was then scheduled to be decommissioned and either shredded or used for target practice. It was disassembled and arrived at the MAPS Air Museum on November 18, 2003.



**McDonnell-Douglas F-4S (Bureau # 155764)**



MAPS sponsored its 5th annual air show entitled Air Expo 2004 "Defenders of Freedom" on June 19-20, 2004 at the Akron Fulton Airport. This air show honored the 60th anniversary of the D-Day landings at Normandy during World War II. Featured at the show was the Canada Skyhawk Parachute Demonstration Team. It was estimated that 20,000 attended this Air Expo

In the Fall of 2004, the aircraft collection at MAPS was increased by several significant additions in a short period of time. In late September, a team arrived in New York City for a visit to the U.S. Naval Museum

on the decommissioned aircraft carrier/museum U.S.S. Intrepid. Disassembly of a Ling-Temco-Vought A-7E Corsair II (Bureau #159268) and a Grumman F-11F Tiger (Bureau #141783) started on September 28, 2004. Slowed by difficulty preparing the F-11 for transport, the arrival of these two aircraft was delayed until November 19, 2004. The A-7E was dedicated on November 11, 2010 at Faircrest Memorial Middle School to the memory of two Navy pilots from VA-105 (Lt. Larry Kilpatrick and Lt. John Cabral), based on the U.S.S. Saratoga who were killed in Vietnam in 1972 and whose names are memorialized on the cockpit of the aircraft.



**Ling-Temco-Vought A-7E (Bureau # 159268)**



**Grumman F-11F (Bureau # 141783)**



In October of 2004, MAPS purchased its second airworthy aircraft, a Stinson V-77 Reliant. The Stinson was flown from Wadsworth to Akron Fulton Airport for the MAPS Air Show in June of 2005 and then on to the Akron-Canton Airport and MAPS. It remained on static display at MAPS until May 5, 2008 when it was sold. The aircraft is no longer at MAPS.

During the same period, a separate team traveled to Winterhaven, Florida to prepare a North American F-100D (Serial # 56-3081), McDonnell F-101F Voodoo (Serial # 57-0342) and a Convair F-102A Delta Dagger (Serial # 51-0986) for movement back to MAPS. Disassembly started on November 12, 2004, with

arrival at MAPS on November 16, 2004. This initial shipment contained the entire F-100, the fuselage and afterburner cans for the F-101 and the fuselage of the F-102. Retrieval of the wings and other parts of the F-101 and F-102 were delayed while funds were raised to defray movement costs. These additional parts were recovered and moved to MAPS on December 16, 2006. These three aircraft were provided through the U.S. Air Force Museum accreditation that was achieved late in 2002. The F-100D, whose crew chief was a former F-100 pilot, was restored and dedicated on June 17, 2012.



**North American F-100D (Serial # 56-3081)**



**McDonnell F-101F (Serial # 57-0342)**



**Convair F-102A  
(Serial # 51-0986)**



Santa finally “found” MAPS in 2004 with his first “Fly In” visit with Mrs. Claus! This became an annual event courtesy of “Women with Wings” after the first visit on December 5, 2004.



**Santa and Mrs. Claus  
visit MAPS**

**2005**



A Hughes TH-55 Osage helicopter arrived at MAPS in February of 2005, property of a private owner. The Osage was on display at the museum for over 7 years. It departed the collection in November of 2012.

On April 30, 2005, MAPS hosted the Red Cross “MASH Bash”, the main fundraising event for the regional Red Cross organization.



**Red Cross MASH Bash**



In May of 2005, the Akron-Canton Regional Airport adopted new security policies requiring all persons accessing the Airport Operational Area (AOA) to have a background check completed and to display an AOA access badge. At this time, the AOA included the tarmac, aircraft storage area outside the hangar and the museum on the airport side. This limited movement of MAPS members to the immediate vicinity of the airframes. The AOA badge program went into effect on June 1, 2005. As part of the enhanced security procedures implemented as a result of the 9/11 attacks, CAK constructed a fence around the north end of the tarmac and storage area and installed a motorized taxi gate over the taxiway to MAPS. Construction of these enhancements started in November of 2004 and was completed in the Spring of 2005.

Aero Expo 2005, "Defenders of Freedom", was held June 18-19, 2005 at the Akron Fulton Airport. Featured at this airshow were the U.S. Navy F/A-18 Super Hornet Demonstration Team (VFA-106) and the U.S. Air Force A-10 Thunderbolt II East Coast Demonstration Team. Attendance figures

for this airshow were estimated at 47,000 guests. The airshow also featured static displays of the MAPS L-2 Grasshopper and the V-77 Reliant.

In late August of 2005, an additional T-28B was brought to MAPS by an aircraft owner planning on learning to fly the aircraft. This individual was the same person who stored his P-51D at MAPS. This T-28B also left MAPS and is no longer in the collection.

In 2005, the U.S. Navy authorized transfer of a Grumman F-14B Tomcat (Bureau # 162694) to the MAPS Air Museum. This aircraft was formerly assigned to Navy Fighter Squadron (VF) 32 at the Naval Air Station in Oceana, Virginia. Unlike many airframes that are received by MAPS, the F-14 was flown to the Akron-Canton Regional Airport on October 4, 2005 and de-commissioned here. The names of the two pilots that flew the F-14 to MAPS (LT Brian Hodges and LT Ashley Augostini) are still on the cockpit of the aircraft.



**Grumman F-14B  
(Bureau # 162694)**





On October 5, 2005, the circular MAPS Air Museum logo was adopted.

The logo honored the 14 founders of the organization with the 14 stars included on the logo.

Although commonly used well before this date, members officially approved the use of the name “MAPS Air Museum” for the facility and its activities.

Friday, October 7, 2005, MAPS hosted a “Reunion Ceremony” for Marines from 3rd Battalion, 25th Marines who were returning from their deployment tour in Iraq. Amy Grant and her NBC film team from the TV show *Three Wishes* were on hand to record the event which included a surprise wedding! She also gave a performance in front of the MAPS hangar to welcome the troops.



**Homecoming,  
Weapons Company,  
3rd Battalion,  
25th Marines**

## 2006



In March of 2006, MAPS received a 30-year lease on the buildings that it occupied.

Aero Expo 2006, “Tribute to Vietnam War Vets”, was held on June 17-18, 2006 at the Akron Fulton Airport. This was the last in the series of airshows sponsored by MAPS Air Museum. The threat of bad weather during the airshow highlighted the potential for loss of a significant portion of organizational funding if this single event was canceled. Considering this factor and the fact that Aero Expo 2006 lost money, the Board, during their November 2006 meeting, decided to skip the event for 2007.

The final member of the “century” series of jet aircraft being sent to MAPS through the U.S. Air Force Museum finally arrived from Winterhaven, Florida. The Republic F-105B Thunderchief (Serial # 57-5820) commonly referred to as the “Thud” was recovered and arrived at MAPS on December 16, 2006 with the wings and other parts of the F-101 and F-102.



**Republic F-105B (Serial # 57-5820)**

In the October of 2006, a Waco UPF-7 arrived at MAPS for storage and display. The UPF-7, an open cockpit biplane trainer was later moved from the museum and is no longer in the collection.

A North American F-86L Sabre (Serial #53-0658) and a Cessna T-37B Tweet (Serial #54-2732) were recovered from Florida and arrived at MAPS on December 16, 2006. Both were assigned to the Florida Military Aviation Museum at Clearwater-St. Petersburg Airport.

When the museum closed, the aircraft were removed

from the facility and placed in outside storage. Officially a part of the U.S. Air Force Museum, they have been placed on indefinite loan to MAPS Air Museum for restoration purposes. The F-86 was restored to "D" configuration and dedicated on November 11, 2011, now painted in the colors of the 496th Fighter Squadron and carrying serial number 53-4123. The aircraft was dedicated to Lieutenant J. B. Lang who was lost on a MiG intercept mission in 1957.



**North American F-86D (Serial # 53-0658)**



**Cessna T-37B (Serial # 54-2732)**





In June of 2005, a fund-raising project was initiated to install flag poles in front of the museum entrance which was being constructed on the south side of the hangar. The project called for installation of a total of seven flag



**MAPS Flag Displays**

poles — one for the American Flag and six shorter poles for the flags of the five military services (Army, Marines, Navy, Air Force and Coast Guard) along with a POW/MIA flag. The poles were erected in August of 2006. A memorial brick garden around the flagpoles was started on November 16, 2007 and was dedicated in the Spring of 2008.



**Memorial Brick Garden**



**Gallery of Heroes – Tuskegee Airmen Display**

A temporary occupancy permit was issued to MAPS for the former Air National Guard hangar in January of 2007. All original building deficiencies had been corrected for the first floor of the facility and approved by local licensing and safety organizations. The occupancy limits were set at 500 until issues with the 2nd floor were corrected. The final occupancy permit would be for 1,000 once the second floor of the hangar was refurbished and all safety permits were issued.



**Gallery of Heroes – “Rosie the Riveter” Display**

This permit allowed for the Gallery of Heroes, a new enlarged military display/artifacts room honoring many national and local military veterans and events, to be made part of the regular museum tour. Preparation of this area started on November 17, 2005 with installation of carpet. The first display was constructed in early 2006 with the other existing displays relocated upon receipt of the occupancy permit.

MARC and David Tallichet started the process of donation of the C-47 and T-28 to MAPS in February of 2007. While there were some issues with appraisal figures for these aircraft, they were officially donated late in 2007.

James Mosley was appointed as Acting Executive Director in April of 2007. That appointment ended in September of that same year.

A Grumman S2F-1 Tracker (Bureau # 136464) arrived at the museum in May of 2007 for storage and display. This airframe was privately owned and registered to St. Louis based Aviation Business Corporation.



**Grumman S2F-1 (Bureau # 136464)**

On October 5, 2007, the new gift shop and lobby area were opened in the hangar building, the first of the facilities relocated from the old National Guard maintenance building.



**Gift Shop**



**Lobby**



It was during 2007 that the Board of Directors decided to discontinue hosting the Aero Expo Air Shows due to the financial risk associated with such a major undertaking.





A replica of a vintage 1916 Sopwith Triplane (Tail #N6891) was placed in storage in the MAPS hangar by a private owner on March 15, 2008. The agreement with the owner allows MAPS to place the airframe on display as an adjunct to its collection. The aircraft was constructed in the owner's garage from plans purchased from Sopwith Aviation Corporation in England.



Also in March of 2008, the N8AIR MAPS Radio Club was established to promote the understanding of radio and other forms of communications as they apply to the field of aviation. In March of 2010, the building southwest of the hangar building was dedicated to the MAPS Radio Section.



Radio Cage



Sopwith Triplane



Radio Building

**MAPS**  
**AIR MUSEUM**  
*Where History Takes Flight!*

“Holly”, the MAPS Becker RB-1 fixed wing multi-engine amphibian (Serial # 05611C1), was recovered from a field near the Wadsworth Municipal Airport on October 31, 2008. Once restored, “Holly” was used for advertising the MAPS Air Museum in local parades and at the 356th Fighter Group Restaurant at the Akron-Canton Regional Airport.



**Becker RB-1 (Serial # 05611C1)**



**Goodyear Blimp “Spirit of Akron” Gondola**



**Gondola Interior and Cockpit**



**“Spirit of Akron” crash, October 28, 1999**

The gondola of the Goodyear blimp Spirit of Akron (GZ-22) became part of the MAPS collection on November 26, 2008, replacing the full scale mock-up that came to the museum in May of 1995. Prior to the move, the car was stored at Goodyear’s Wingfoot Lake facility. On October 28, 1999, the Spirit of Akron crashed at Suffield Township, Ohio, when it suddenly entered an uncontrolled left turn and began descending. The pilot and technician on board received only minor injuries when the airship hit trees. The NTSB report identified improperly hardened metal splines on the control actuators had sheared, causing loss of control and further identified the probable cause as failure by the “flight control system manufacturer to meet design

(hardness) specifications”. Restoration on the gondola was completed by a team of MAPS volunteers headed by a member (one of our World War II veterans) who worked at Goodyear on the blimps. The gondola was dedicated in June of 2009.

It was also during this year that the sewer hook-up (the last major project required under the hanger lease) was completed. This was the final component required for MAPS to keep the facility.

MAPS ended the year 2008 debt free. The organization had finally paid off all outstanding debts— a major turning point in the financial health of the museum.



On Saturday, January 10, 2009, MAPS hosted a celebration honoring William H. and Almena P. Martin on the centennial of the first flight of their glider. This event, which occurred near Canton on January 13, 1909, was the first successful flight by a single-winged heavier-than-air craft. The glider was also the first heavier-than-air aircraft to be piloted by an American woman — Almena Martin.

The North American T-28 (Serial #51-3565), being stored on the tarmac awaiting restoration work was damaged during a wind storm during the Spring of 2009. High winds resulted in damage to both fuselage and wing structures.

In May of 2009, MAPS was notified by the Goodyear Tire and Rubber Company that they would be donating an FG-1D cockpit from their corporation museum which was scheduled to close in June of that year. The FG-1 was the Goodyear-produced version of the famed F4U Corsair. The first Goodyear built FG-1 flew in February of 1943 and Goodyear began

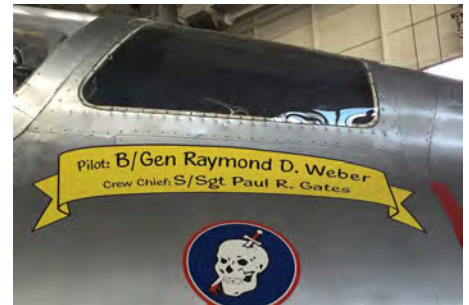
delivery of FG-1 Corsairs in April of that year. 4,007 FG-1 series aircraft were constructed at the Goodyear plant in Akron, Ohio with a large number of the workers being “Rosies.” The cockpit was disassembled, transported to MAPS and reassembled by a team of volunteers. During that same period, a 1/3 scale flying model of a Corsair was donated by a local model maker.



**Goodyear FG-1D Cockpit (Bureau #76671)**



A Republic F-84F Thunderstreak (Serial #52-6524) was donated to MAPS from a private collection in Newbury, Ohio. Recovery of this airframe started on November 14, 2009, with arrival at MAPS on March 28, 2010. After extensive reconstruction, the aircraft was dedicated on November 11th, 2016. In the audience for the dedication was Astronaut Fred Haise. The aircraft was painted as it was when assigned to the 164th Tactical Fighter Squadron, Ohio Air National Guard in Mansfield, Ohio in 1964. There are two names listed near the cockpit of the F-84. MAPS member, Paul Gates, who headed the restoration team on the airframe was also the Crew Chief on 52-6524 when it was assigned to the 164th. One of the pilots who flew that aircraft, and who also worked on the restoration effort, was MAPS member and retired Brigadier General Ray Weber.”



**Republic F-84F (Serial # 52-6524)**





The Goodyear Drake (Tail Number N5516M) arrived at the MAPS Air Museum on May 23, 2010 from the Experimental Aircraft Association (EAA) Air Venture Museum in Oshkosh, Wisconsin. The Drake at the MAPS museum is the only example of this model (GA-22A) of Goodyear amphibian ever to be produced and the only survivor of the 19 aircraft made in this program. Restored and re-painted, the Drake was dedicated on May 18, 2013.



**Goodyear Drake (Tail # N5516M)**

**On Saturday, June 3, 2010,  
MAPS celebrated its 20th anniversary.**



A check of membership records from the Summer of 2010 lists 436 names. During the 2010 calendar year, MAPS recorded a total of 7,360 visitors.



**P-5151**

During the Fall of 2010, a ¾ scale model of a P-51 Mustang (P-5151) was donated to MAPS.



2010 saw major changes in how the “business” side of MAPS was handled. The current website ([www.mapsairmuseum.org](http://www.mapsairmuseum.org)) was upgraded to its current format and an enhanced phone system was installed. Other computer-based applications were used to communicate both within and outside of the museum and to track critical organizational data. Business plans were developed as well as grant and marketing plans to maintain mission focus and to track the progress of the increasing number of programs and initiatives.



On May 21, 2011, the first bi-annual Boy Scout Camp-out was held at the MAPS Air Museum. This pilot program was developed by MAPS members to support and extend its educational mission and to create an event for the Boy Scouts that would focus on the requirements for the BSA Aviation Merit Badge. Scouts were provided educational “seminars” on the Saturday of the camp-out, designed to include a museum tour, classes on aerodynamics, aircraft instrumentation, aviation careers, demonstrations on the foxhole radio, preflight procedures and building and flying a model airplane. In the evening session, a series of speakers who were veteran pilots recounted their experiences and the need for honor and dedication in all endeavors. These speakers were followed by a movie.



Boy Scout  
Camp-out



Kim Kovesci was introduced to the membership as the new MAPS Executive Director during the membership meeting on June 8, 2011. He assumed the duties and functions on July 3, 2011.



Lockheed T-33A (Serial # 53-5250)

The MAPS Lockheed T-33A Shooting Star (Serial # 53-5250) was picked up from the Oshkosh EAA Museum and delivered to the MAPS Air Museum on

October 12, 2011. The T-33, the most widely used jet trainer in the world, was a two-seat version of the USAF's first jet fighter, the F-80 Shooting Star.

## CALL TO DUTY

MAPS hosted a “Call to Duty” ceremony on October 18, 2011 for Charlie Company, 237th Support Battalion, part of the Ohio Army National Guard's 37th Infantry Brigade Combat Team, that was being activated in support of Operation Enduring Freedom. The unit was part of a contingent of about 3,500 soldiers that formed the core of a deployment package to Afghanistan. Approximately 2,100 of these soldiers were from Ohio with another 1,400 coming from Michigan.

A US Aircraft Corporation A-67 Dragon (prototype) was recovered from Akron, Ohio on November 12, 2011. The A-67 Dragon was designed to be a single-engine, propeller-driven, ground-attack aircraft that would focus on counter-insurgency (COIN), close air support (CAS), and intelligence, surveillance and reconnaissance (ISR) missions.



**U.S. Aircraft  
A-67 Dragon**



**Louise B. Timken Aviation Research Library**

In November of 2011, the planned relocation of the Timken Library from the restoration building to the hangar building was started. Over the next six months, the space selected was refurbished and the collection moved, re-cataloged and re-shelved. The

first membership meeting was conducted in the new library on February 11, 2012. The Louise B. Timken Aviation Research Library consisted of a main library area, technical research/conference room, and an audio-visual room/studio.



At the end of 2011, MAPS had recorded 462 memberships and 35,731 volunteer hours. The museum welcomed 11,197 visitors during 2011.



In January of 2012, the Military Aircraft Restoration Corporation (MARC) once again selected MAPS for assignment of airframes for restoration. A Vultee BT-13A Valiant (Serial #41-21271) was delivered to MAPS for restoration on January 27, 2012. Recovery of a Douglas A-26C Invader (Serial #43-22602) began

on January 27, 2012, with transport completed on February 11, 2012. These airframes were previously on loan to the Historical Aircraft Squadron based at Fairfield County Airport in Lancaster, Ohio. After restoration was completed, the A-26 was dedicated in August of 2019. Restoration of the BT-13 is still in progress.



**Vultee BT-13A (Serial # 41-21271)**



**Douglas A-26C (Serial # 43-22602)**



On June 17, 2012, the restoration building was dedicated to the memory of David Tallichet for his support of MAPS and for his dedication to preserving the “living symbols of American courage and sacrifice”. Mr. Tallichet, the owner of the Military Aircraft Restoration Corporation, died in 2007. Without his willingness to believe in a fledgling organization and for the loan of the aircraft that were instrumental in the initial success of our organization, MAPS might not have survived.



**David Tallichet Memorial Plaque**

During the summer of 2012, MAPS organized Air Museum Explorer Post #356. The Explorer Post was chartered by both the Buckeye and Great Trails councils of the Boy Scouts of America. The program, open to both boys and girls from ages 14–20, allows members to get involved in any facet of the museum and its programs.

Also during the Summer of 2012, MAPS was notified that the proposal for installation of signs on Route 77 near the Shuffel Street exit was approved. Prior to that time, MAPS had no visibility on the interstate. Installation of these signs during the Fall made a marked improvement in visibility for the museum.

On Saturday August 12, 2012, the W.K. Haines Sr. Memorial Garden was dedicated to the memory of Bill Haines, a World War II veteran and B-24 pilot. In addition, the Haines display was dedicated in the Gallery of Heroes.



**Memorial Garden**



**W.K. Haines Display**



## BEST AREA MUSEUM

In September of 2012, MAPS was named “*Best Area Museum*” by the Akron Beacon Journal based on a survey of the local population. MAPS won over some very notable competition including the Akron Art Museum, Stan Hywet Hall and Garden, Bath Township Museum, Cascade Locks Park Association, Cleveland Museum of Art, Cleveland Natural History Museum, Hale Farms and Village, the Pro Football Hall of Fame, and the Rock and Roll Hall of Fame.



**MAPS Air Academy**

The first “cycle” of an extension of the MAPS educational effort was started on September 15, 2012, with the initiation of the MAPS Air Museum Air Academy. This program, conducted Saturday mornings for a period of 10 weeks, was designed for middle school students. It was designed to provide practical applications of the Science, Technology, Engineering and Mathematics (STEM), 21st Century Skills, History and Economic Literacy educational standards that students would be exposed to in school. A total of 14 students took advantage of the first program.

On October 12, 2012, an additional extension to MAPS educational effort was first provided - this one for teachers. The first educational seminar for K-12 teachers was provided under the umbrella of the North-East Ohio Education Association (NEOEA). This seminar was designed to inform teachers of additional classroom extension tools that could be provided through the MAPS Air Museum and its members.

The Stark Community Foundation awarded a grant to MAPS in late 2012 to provide instruction at the museum for up to 2,500 high school students in Stark County. The program was designed to support three United States History content standards. The first involves the study of cause and effect in historical events. Students typically study “when, where and how” a historical event occurs but not “why”. The program looks at an event that most students are aware of, the attack on Pearl Harbor on December 7, 1941, from both American and Japanese perspective and the progression of steps that lead to that point.

The second learning standard addresses the causes and results of American isolationist policies in the period leading up to World War II. This is covered by both the Pearl Harbor and Charles Lindbergh displays. The third standard deals with what changes occurred to American society as a result of mobilization of economic, manpower and military resources during World War II. Discussion of women in industry (covered by the “Rosie the Riveter” display), racism and segregation (covered by the Tuskegee Airmen display), women in aviation (covered in the Nadine Harris-Bluhm/WASP display) and wartime rationing (covered by the Home Front display) form the central focus of this area. Additional grants from the Akron Community Foundation, Timken Corporation and, most recently, the J.M. Smucker Company and the Paul & Carol David Foundation have allowed MAPS to expand this program into Cuyahoga, Medina, Portage, Summit and Wayne county schools since the first year of the program.”



**High School United States History Program**

In late 2012 two additional airframes arrived at MAPS for restoration and ultimate display. A Grumman F9F-8P Cougar (Bureau # 144402 was received on loan in October 2012 from a private owner (Col. Rick Maioriello) from Waynesburg, Ohio. (Col. Maioriello flew missions in 144402 while

serving in the United States Air Force.) The F9F-8P photo-reconnaissance aircraft was later re-designated RF-9F. Less than a month later, a second Cessna T-37B "Tweety Bird" (Serial #60-0188), was recovered from a collection in Mansfield.



**Grumman F9F-8P (Bureau # 144402)**



**Cessna T-37B (Serial # 60-0188)**



At the end of 2012, MAPS had recorded 491 memberships, an increase of 29 from 2011. The 47,618 volunteer hours represented a 26 percent increase over 2011 totals. During 2012 the museum welcomed 18,617 visitors. This was an increase of 7,420 visitors over the prior year.



Saturn 1B

In February of 2013, a 1/10th scale Saturn 1B rocket model was donated for display from a private owner in Hartville, Ohio. This 25 foot rocket model first flew on April 25, 2009 to an altitude of between 3,000 and 4,000 feet. The Saturn 1B flew twice before being donated to MAPS.



☆☆☆☆☆ **Honor Flight** ☆☆☆☆☆

Honor Flight is a non-profit organization that grew out of one man's compassion and desire to honor America's veterans, especially World War II veterans. The first Honor Flight took place in May of 2005 with six small planes flying out of Springfield, Ohio. The planes transported 12 World War II Veterans to Washington, DC. Through the end of 2012, the Honor Flight network flew over 98,500 World War II veterans to Washington to see the memorial dedicated to their service. The program grew to 121 hubs in 41 states. One of those hubs was the Akron-Canton Regional Airport. Since 2007, Honor Flight CAK had flown over 1,100 World War II veterans from 20 northeast Ohio counties to Washington, DC at no cost to the veteran. On September 22, 2013, Honor Flight CAK flew its last mission. On April 20, 2013, MAPS hosted a ceremony concluding operations of the "Honor Flight CAK" program from the Akron-Canton Regional Airport. Over 350 World War II veterans and 1,200 guests attended the ceremony, dinner and dance in the hangar.

In the spring of 2013, a major addition to the MAPS experience was realized with the arrival of an Army Field Hospital display. The display, housed in military tents outside of the main hangar door, is the collection of a MAPS member who was a Combat Medic in Vietnam.



Field Hospital Display



Honor Flight CAK - Closing Ceremony





**Taste of Green**

Over Memorial Day weekend (May 27-28, 2013) MAPS provided aircraft support to the Green community during “Taste of Green” Days. For the first time since early in the organization’s history aircraft were transported off museum grounds for display. The two aircraft (the A-7E Corsair II and RF-9F Cougar) were moved to a location near the Green Community Administration Building. To preclude traffic issues in moving aircraft over public roads and streets, the aircraft were moved at 2:00 AM, escorted by the Green Police Department. The aircraft were displayed for the festivities and returned to the museum (again early in the morning).

On July 1, 2013, the Board of Directors, as a result of continual growth and expansion of the museum, established a second full-time position (Director of Education) to support the Executive Director. Reed Kimball was selected to fill that position.

During the months of July and August of 2013, fans were installed on the ceiling of the hangar by a very dedicated member of the MAPS family. This one project made a tremendous difference in air and heat circulation in the facility.



**Hall of Fame Parade**

On August 3, 2013, MAPS received nation-wide visibility when our A-7 Corsair II aircraft participated in the Timken Grand Parade as a central part of the festivities for the 2013 Football Hall of Fame Enshrinement Festival. It was estimated that over 200,000 individuals attended the parade which was televised to regional audiences a week later.



In June of 2013, the motor pool building south of the restoration building was vacated by the Akron-Canton Regional Airport and became part of the MAPS Air Museum. During the Summer and Fall of 2013, construction work was begun on internal walls to prepare the building for occupancy. Additional work was completed to repair and seal windows in the motor pool bays.



On August 20, 2013, with the removal of a tree near the end of International Parkway, the final phase of an on-going restoration project commenced. Two years earlier, the museum had received the remnants of a fiberglass mock-up of a P-51 Mustang fighter. This particular one had been on display outside the 100th Bomb Group Restaurant near Cleveland Hopkins Airport until a storm and wind gusts mangled and toppled it from its perch. During the Spring of 2011, the P-51 was offered to MAPS. The airframe



**P-51 Airframe Restoration**



**P-51 Memorial**



**Ralph Lynn (L) and Bob Withee**



**Memorial Groundwork**



**Withee Memorial**



**Memorial Walkway**

was moved from Cleveland to North Canton for restoration. During the same timeframe, MAPS officials approached the City of Green with a proposal that would potentially benefit both. In their July 2013 meeting, the City of Green Planning Commission approved MAPS Air Museum proposal to create a memorial park at the intersection of Massillon Road and International Parkway. This piece of property, although owned by the Akron-Canton Airport, was leased to the City of Green as part of the city highway division garage complex. The park was created around the full-sized P-51 Mustang fiberglass model. The aircraft was painted to replicate the combat aircraft of a MAPS member and World War II veteran, Mr. Bob Withee. This replica of his plane, "Jean Ann II", will serve to honor war veterans from the Green community area and to bring greater visibility to the MAPS Air Museum. A formal groundbreaking ceremony was held on October 2, 2013. The pole mount was installed on October 25, 2013. The brickwork for the memorial started during the first week of December as an Eagle project by a local Boy Scout with direction and assistance by MAPS personnel.

The aircraft was mounted on the pole on Saturday, April 12, 2014. The dedication ceremony was held on Saturday, June 21st with guest of honor Lieutenant Robert Withee in attendance.

On July 14, 2015, granite plaques were added to the memorial - one honoring the 112th Fighter Squadron, the first unit to occupy the MAPS Facility and another honoring Lieutenant Robert Withee. In October of 2015, an additional Eagle Scout project was undertaken to add a walkway from the Green Highway Department garage parking lot to the memorial site.

"In early September, readers of the Akron Beacon Journal selected MAPS as the area's best museum for the second consecutive year.





**Second Floor Demolition Work**

On September 9, 2013 a facilities committee was formed to start planning for museum expansion to the second floor of the main hangar facility. Among discussions were establishment of a 300-seat convention center, kitchen, extension of the Gallery of Heroes and classrooms. Additionally, consideration was given to providing room on the second floor to the Ohio National Guard for establishing a Guard Museum, as none was currently available. While completion of a fire suppression system occurred earlier in the year, installation of an elevator was a required part of moving forward with second floor projects. Although construction of these facilities would require the services of an architect and contractors, it was agreed that demolition work on existing structures was possible. MAPS volunteers started demolition work on selected internal walls on the second floor in November of 2013.



**Jackson-Belden Chamber Small Business Showcase**

On September 11, 2013, MAPS hosted the Jackson-Belden Chamber of Commerce Small Business Showcase in the main hangar. Over 300 displays from local businesses were set up during the exposition.



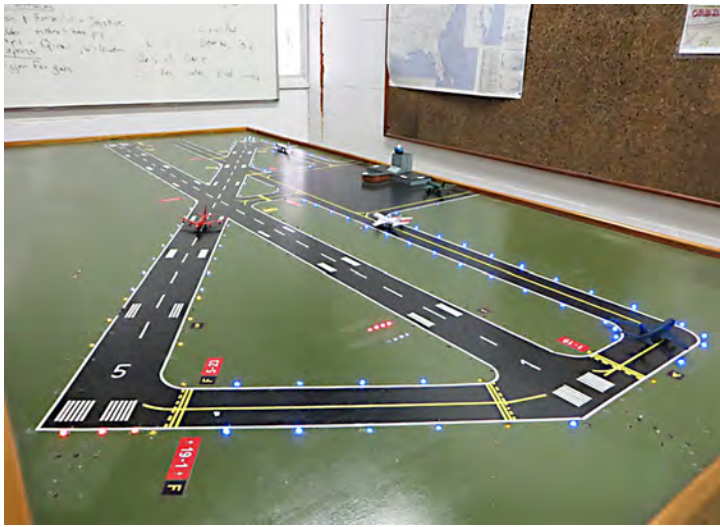
**Crooked River Pow-Wow**

On September 14 & 15, 2013, the Crooked River Pow Wow was hosted by the MAPS Air Museum. Organized by descendants of Native Americans, the event was held to allow for the practice of the dances, customs and traditions central to their culture.





On October 7, 2013 a PZL-Mielic SB Lim-2 aircraft arrived at MAPS. The two-seat SB Lim-2 is the Polish re-manufactured version of the Russian MiG-15UTI (Midget) trainer. The MiG-15 UTI was the training aircraft used for pilots scheduled to fly the MiG-15 (Fagot) fighter which was used extensively by the Korean People’s Air Force during the Korean War.”



**Training Room**

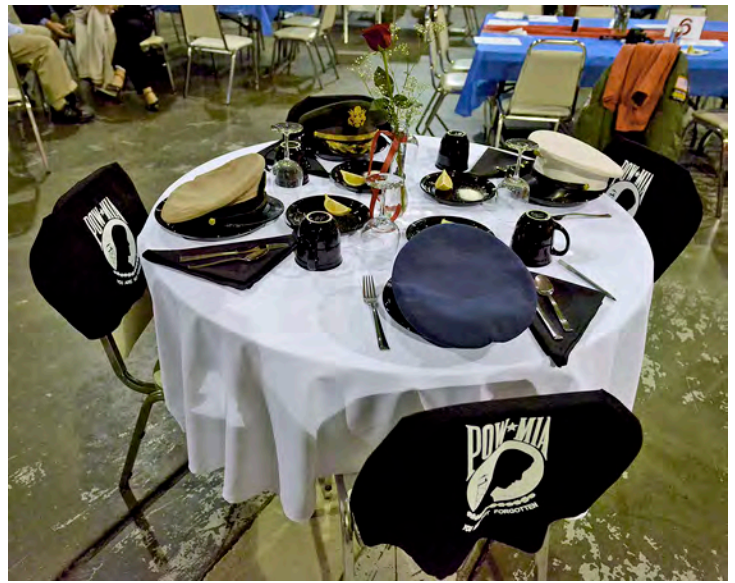
September also brought additional modifications to the hangar facility. On September 16, a training room was started in a room in the southwest corner of the hangar facility. Designed as a combination training area and computer laboratory, the training room enhanced the education component of the MAPS mission. A lighted model of the Akron-Canton Regional Airport, radar display, wind tunnel and hydraulic demonstrator highlight some of the other training stations that were available in the training room.



**PZL-Mielic SB Lim-2 (Serial # 526-116)**

**MAPS**  
**AIR MUSEUM**  
*Where History Takes Flight!*

The Scout program was expanded to include Cub Scouts as MAPS hosted a Cub Scout Day on Saturday, October 26, 2013. The first edition of this program attracted 160 scouts and leaders for instruction on aviation basics and a tour of the facility. On October 25, 2014, Girl Scouts and Brownies were added to the program. Cub Scout/Girls Scout Days are typically scheduled twice per year.



**Cub Scout/Girl Scout Days**

**Veteran's Day Dinner and Dance**

On November 9, 2013, MAPS hosted its first Veteran's Day dinner and dance to honor those who have fought, and continue to fight, for our country. The dinner was catered by the 356th Fighter Group Restaurant. Music was provided by the Sound of South Choir from Canton South High School.



At the end of 2013, MAPS had recorded 572 memberships, which was an increase of 81 memberships. The 50,847 volunteer hours represented an increase of 2,869 hours over 2012 totals. The museum also welcomed 27,942 visitors, which represented an increase of 9,230 visitors over the 2012 figures.



On January 18, 2014, MAPS added its first military vehicle to the display, a 1942 Ford Jeep from a private owner in Cuyahoga Falls, Ohio. The Jeep was originally contracted to Willys-Overland by the War Department. By October 1941, however, it became apparent that Willys would not be able keep up with production demand so Ford was contracted to produce them as well. The Ford Jeep was then designated GPW, with the “W” referring to the “Willys” licensed design. During World War II, Willys produced 363,000 Jeeps and Ford some 280,000.



1942 Ford Jeep GPW



On that same day, January 18, 2014, the 356th Fighter Group Restaurant near the Akron-Canton Regional Airport terminal closed its doors after being an area fixture for many years. As the closing procedures commenced, it was decided at MAPS to attempt to keep some of the traditions going by purchasing as much of the historical artifacts and furniture as possible. As long-range plans include a kitchen and conference center on the second floor of the museum, it was decided to utilize some of the furniture and equipment from the restaurant to support these plans. Members of MAPS attended the closing sales in early August of 2014, bid for and purchased as much of the tables, chairs and restaurant memorabilia as possible. Plans call for the storage of the material on the second floor of the hanger until the conference center can be established.



Movement of 356th Fighter Group Restaurant Furniture (August 3, 2014)



On March 29, 2014, another “first” for MAPS found the museum hosting the Pinewood Derby conducted by the local Boy Scout Council.



**Pinewood Derby**



The Sabre Jet was a Korean War veteran with its initial overseas assignment in December of 1950. This would have made 48-0263 among the first F-86's to arrive for the Korean “police action”. During the next two years, 48-0263 was deployed to Taegu Air Base, Suwon Air Base and Kimpo Air Base, all in the Republic of Korea.

On April 15th, 2014, MAPS hosted the first wedding and wedding reception at the museum. Since that time, MAPS has become a popular wedding venue with multiple events scheduled throughout the year. In addition to weddings, MAPS also started hosting birthday parties, corporate events and other functions in the hangar.



In On April 8, 2014, a North American F-86A Sabre Jet (Serial # 48-0263) arrived at MAPS from the U.S. Air Force Museum in Dayton. After an initial assignment at Langley Air Force

Base, the aircraft was reassigned to the 2757th Air Base Squadron which was part of the Air Material Command (AMC) located in Cleveland, Ohio. During this initial assignment, the F-86A participated in and won the Thompson Trophy Race (Jet Division) at the National Air Races held in Cleveland, Ohio on September 3-5, 1949.



**North American F-86A  
(Serial # 48-0263)**



During the weekend of May 16-18, 2014, one of the most unusual events to be hosted at MAPS occurred. The Ohio Modular Home Association (OMHA) hosted its annual Modular Home Convention. A total of 21 modular homes were constructed outside on the tarmac the week before the convention with vendors setting up displays in the hangar.



**OMHA Convention**

On June 10, 2014, an L-29 Delfin (Serial # 892 828) arrived at MAPS, donated by a private owner. The Delfin, designed by the Czechoslovakian aviation company Aero Vodochody, was the first jet aircraft designed and built in Czechoslovakia. It was used by both Czech and Soviet Air Forces as a military trainer. A portion of the restoration on this airframe was completed in the Spring of 2017 by students from the Portage Lake Career Center Aviation Technology Program.



**Aero Vodochody L-29 Delfin (Serial # 892 828)**



A Mikoyan-Gurevich MiG-21F (Serial #506 301) fighter with Vietnamese Air Force markings arrived at MAPS on June 29, 2014. Like the F-86A received in March, the MiG-21 was placed on loan from the U.S. Air Force Museum in Dayton, Ohio.



**Mikoyan-Gurevich MiG-21F (Serial # 506 301)**



**Being serenaded are Don Block (L), Bob Withee (C) and Ralph Lynn (R)**

As part of the City of Canton's First Friday ceremony, MAPS established and awarded the first annual MAPS Legacy Awards. Three World War II veterans, who are also MAPS members, received this award at Canton's First Friday event on July 4, 2014. The awardees for the 2014 year were Bob Withee (who flew the P-40 Warhawk and the P-51 Mustang), Don Block (who flew B-26 Marauder bombers) and Ralph Lynn (who flew B-24 Liberator bombers). The three veterans were presented their awards during a ceremony in downtown Canton, Ohio.



**F9F-8P in Hall of Fame Parade**

On Saturday, August 2, 2014 MAPS participated in its second Timken Steel Grand Parade as part of the Pro Football Hall of Fame Enshrinement Ceremony. The Grumman F9F-8P Cougar was selected for the 2014 parade. The F9F-8P is one of only four of this version of photo-reconnaissance airframes on display in the world.



During the late summer and early fall months of 2014, effort was placed on repair or replacement of the roofs on the restoration building, the motor pool and the lower hanger roof. This project was the first step in a larger reorganization and expansion program. Replacement of the roof on the restoration building corrected a long-standing issue with leaks in both the work areas and in the office spaces. The new roof on the motor pool building allowed for relocation of the machine shop and other maintenance and repair functions from the hanger, opening those spaces for other uses. Repair of the lower hangar roof will prepare the second floor of the hangar for construction to support MAPS long range plans.



**Motor Pool Roof Replacement**



**Restoration Roof Replacement**

On November 17, 2014, MAPS was honored by the Green Chamber of Commerce at their 7th Annual IMPACT Awards ceremony. The museum was selected to receive the 2014 Community Award. This award is typically given to an organization that contributes to the greater Green area in more ways than dollars. Contributions are made in volunteer time, marketing support, and overall community presence. The awards luncheon brochure contained the following statement: “Green is growing and so is MAPS Air Museum. With record numbers of visitors each year, the museum not only provides a social venue for volunteer veterans, but also shares the history and significant role of aviation in the development of our country. With over 38 planes to touch and feel as former military personnel tell their stories, MAPS is one of Green’s greatest destinations.”



**MAPS**  
**AIR MUSEUM**  
*Where History Takes Flight!*

In late December of 2014, the first in a series of moves was made to support museum mid- and long range plans. With the completion of the roofing project on the restoration building, the museum offices were relocated on Christmas Eve from the hangar to a re-furnished room that once served as the Louise Timken Aviation Library. This also allowed MAPS to proceed with detailed planning for upgrades to the restoration areas that would start the next spring.



**Museum Office Construction**



**Museum Offices**



At the end of the 25th calendar year of operations of the Military Aviation Preservation Society (MAPS) Air Museum, membership rolls stood at 554 memberships and 801 members. A total of 42,229 hours of volunteer time were recorded for the calendar year. The museum welcomed 27,903 visitors during the 2014 calendar year.

Starting with 14 members and very little in terms of resources, the organization had evolved into more than just an aircraft museum and restoration facility. It had become a sought after travel destination and a recognized center dedicated to the preservation of history, particularly of Ohio residents, in the region. At the end of December of 2014, while keeping true to their mission, MAPS would probably not be recognizable to its founders a short 25 years later. It was now time to take the next step.”



## Section V: Renewal and Rebuilding

2015



The year 2015 started with a continuation of the rapid changes initiated during the previous year. On January 11, 2015, MAPS, in conjunction with the Ohio National Guard units stationed at the Akron-Canton Regional Airport, hosted a Red Cross blood drive at the MAPS hangar.



**2015 Blood Drive**



In March of 2015, the next phase of upgrades to the Restoration Building were completed with construction of a tool storage room, art room and audio-visual studio. The tool storage room occupied the space formerly used for a briefing/meeting room. The art room was constructed in the original museum store and the audio-visual studio housed in the original museum office space.



**Old Briefing/Meeting Room**



**Tool Room**



**Art Room Construction**



**Art Room**



**Audio-Visual Studio**

On April 2nd, a team of volunteers traveled from MAPS to the Pima Air and Space Museum in Tucson, Arizona to recover a General Dynamics F-16A Fighting Falcon aircraft located at the Aerospace Maintenance and Regeneration Center (AMARC) at Davis-Monthan Air Force Base, commonly referred to as “The Boneyard”. After the aircraft was moved from AMARC to the Pima museum, the F-16A (Serial # 80-0513) named “City of Cleveland” was disassembled and transported to MAPS, arriving on April 14, 2015 for restoration.



Beginning on April 20, 2015, the main parking lot, the motor pool parking area, part of the entry roadway and the roadway leading to the tarmac area were re-surfaced. This corrected a long-standing issue with the parking area surface. The project included adding drainage for the main parking lot area.



**General Dynamics F-16A (Serial # 80-0513)**



**Parking Lot Upgrade**



On June 20th, MAPS officially celebrated the 25th Anniversary of its founding with an open house. Although somewhat hampered by poor weather, a large number of visitors took advantage of this free event to visit and participate in the guided tours of

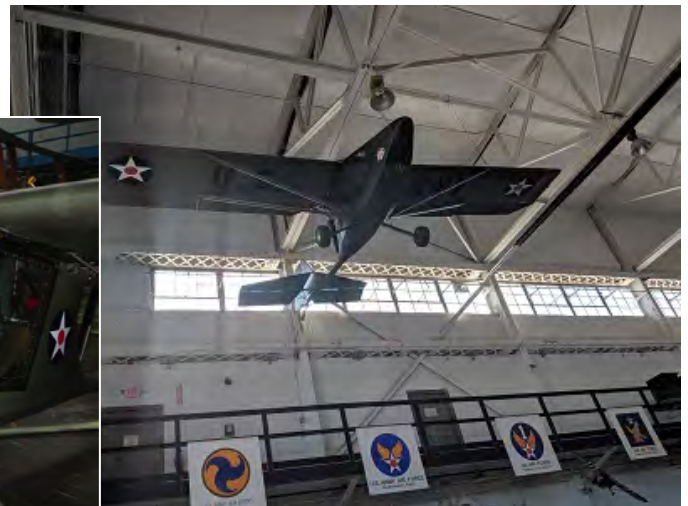
the museum and the restoration building. Among the dignitaries that were in attendance for this celebration were members of the famed “Tuskegee Airmen”. Music for the event was provided by the Canal Fulton Music Makers.



MAPS 25th Anniversary



Also in June, MAPS received the donation of a CGS Hawk ultralight aircraft. After a short period of display, the aircraft was disassembled and placed in a storage location in the hangar. In September of 2017, the aircraft was re-assembled and placed in a permanent display location suspended from the hangar roof.



CGS Hawk

On July 1, 2015, Green Community celebrated the “First Friday” event at Bottler Park. Among the festivities was introduction of MAPS Legacy Award winners for the year: Jim Boyea, Bob Johnston, and Ted Mathies.



In July of 2015, a preliminary meeting was conducted between MAPS leadership and the directors of the Ohio Military Museum (OMM), located in Massillon, Ohio. The purpose of this meeting was to lay the groundwork for the movement and assimilation of the OMM collection into the MAPS facility. As a result of this and subsequent meetings, the OMM collection was moved from Massillon to MAPS in October of 2015 and placed in storage pending construction of a suitable display area.



Ohio Military Museum Collection Transfer

On August 8th, MAPS once again was invited to participate in the Pro Football Hall of Fame Parade. This year the OH-58 Kiowa made its first appearance in the parade.



2015 Hall of Fame Parade

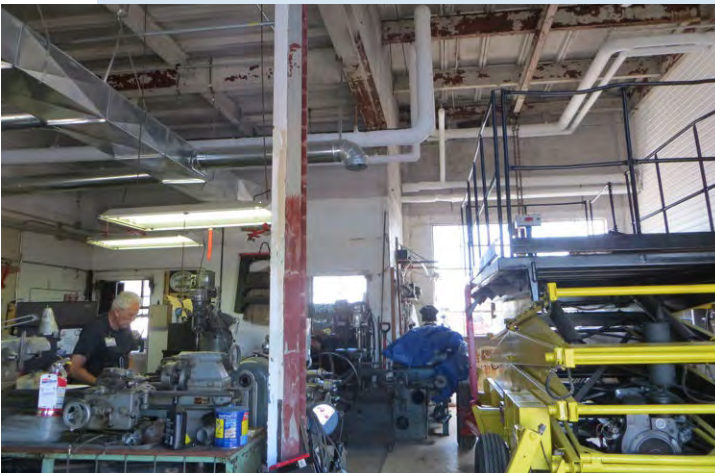


During the spring of 2015, discussions were also held with the Portage Lake Career Center about establishing an Aviation Technology program for high school juniors and seniors. As limited space was available for housing this program at the career center building, discussions revolved around hosting the program in the old museum office/training room in the southwest corner of the main hangar building.

The classroom was constructed during the summer of 2015. The classroom included computer-based flight simulator stations for students to learn the fundamentals of flight as well as a majority of the ground school portion of pilot training and the basics of aircraft mechanics and repair. The first class session occurred on August 24th, 2015 with eight students.



**Portage Lakes Career Center Aviation Technology Classroom**



**MAPS Motor Pool and Machine Shop**

In September of 2015, upgrades to the Motor Pool building were completed. When the heating system was finalized, the machine shop was moved from the hangar building and began operation in the motor pool facility. This allowed for the move of the Link Trainer from the restoration building to the old shop area of the hangar in February of 2016.

On October 3rd, MAPS hosted the first Green Chamber of Commerce Casino Night. Although the museum had hosted Chamber meetings and a “Murder Mystery” in March, this was the first fund raising activity sponsored by the Chamber and hosted at MAPS. The Casino Night at MAPS has become an annual fund raising event for the Green Chamber.



**Green Chamber Events**

# MAPS

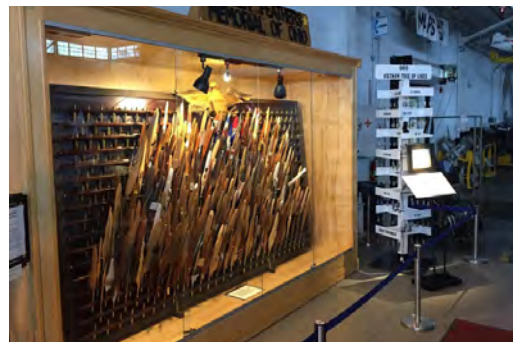
## AIR MUSEUM

*Where History Takes Flight!*



On October 20th, a display case was completed to house one of the larger displays being moved from the Ohio Military Museum’s collection in Massillon. The “Fallen Feathers Memorial of Ohio” was designed to honor all those men and women from the State of Ohio that have been lost in the War on Terrorism. The central focus of this display is individual hand-carved eagle feathers made from Ohio wood and carved by

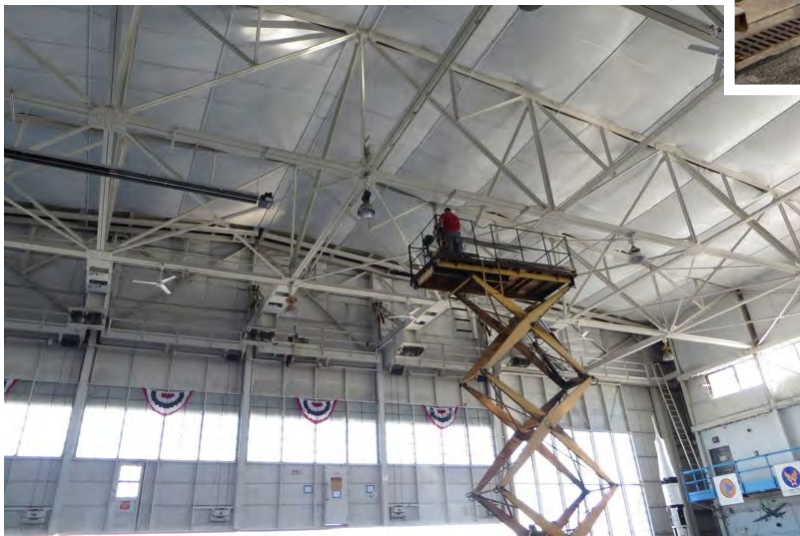
Ohio woodcarvers. Each of the feathers is dedicated to the memory of one of the honorees. The display case, constructed by MAPS volunteer Bob Zeh, was built to protect the display while allowing easy viewing. The display itself arrived at MAPS on November 3rd and was placed inside the display case. Glass doors and lights completed the display.



**Fallen Feathers Memorial of Ohio**



October also saw a major renovation to the hangar area that would enhance the museum's ability to host events throughout the year. Up to that point, heat had been provided to the hangar space by a single heater, dubbed the "Green Monster" because of its size. The "Green Monster" was the original heating system built with the hangar in 1952. It was replaced with a ceiling mounted radiant heating system. Upon completion and testing of the new system, the "Green Monster" was disassembled and removed from the hangar in December.



**Hangar Heating System Upgrades**



*Celebrating*  
**30**  
1990-2020  
*Years*

On October 24th, MAPS hosted Veterans Celebration III, the third in our annual Veterans Day event. While MAPS had started Veterans Day celebrations in 2013, this was the first “themed” event designated “Welcome Home”. The event was designed to honor specifically those veterans who had served in the Korean Conflict and in Vietnam – those who had never received a proper “welcome home”. As such, the event committee planned a special event. Instead of coming to the museum for the event, the veterans were asked to report to Jackson High School that Saturday morning for a breakfast and short program hosted by students from the Jackson High School National Honor Society. The veterans then boarded buses for the trip to MAPS.

The buses were escorted by members of the Jackson Township Police Department and Ohio Rolling Thunder Riders. The Jackson Fire Department presented a flag salute as the buses passed. The route to the museum passed over Global Gateway Road which was lined with American Flags for the event. An arch of honor was provided by the Coventry and Green Fire Departments at the entrance to the museum road. Veterans were welcomed to the museum by their families and friends who had assembled for the ceremony. Part of the ceremony was the introduction of a new display named the Vietnam Tree of Lives containing the names of the 3,095 Ohio veterans who were lost during that conflict.

### MAPS Veterans Celebration III



On November 2, 2015, MAPS hosted a “Call to Duty” ceremony for the soldiers of Company B, 3rd Battalion, 238th Aviation Regiment, Ohio National Guard. Company B was deployed to Afghanistan in support of support of Operation Freedom Sentinel. Over 400 dignitaries, guests and family members were present for this ceremony.



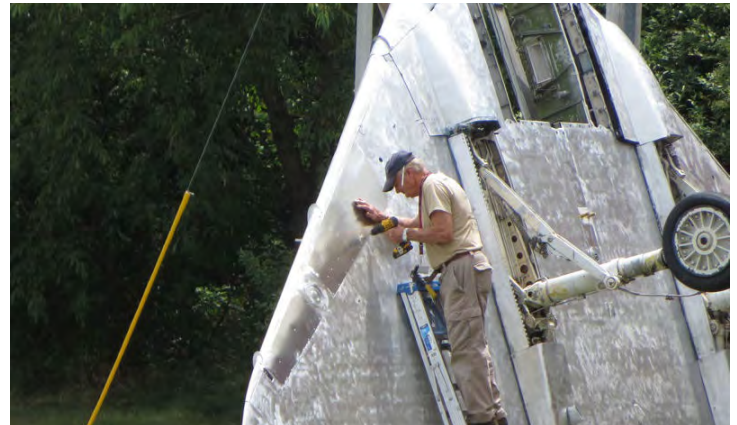
**Call to Duty**



**Ohio National Guard C-47 Chinook**



In early December of 2015, MAPS was contacted by the Chanute Aerospace Museum about the potential acquisition of a Douglas A-4D-1 Skyhawk airframe as Chanute was in the process of closing. A team of volunteers was quickly assembled and traveled to Illinois. After disassembly of the airframe, it was trucked back to MAPS, arriving on Dec 12th. An intensive restoration effort was started upon arrival which included completely removing all paint from exterior surfaces. After a short 11- month restoration program, the aircraft was placed on display and dedicated on November 5th, 2016.



**A-4 Restoration**



**A-4 Arrival at MAPS**



**Douglas A-4D-1 Skyhawk (Bureau # 139947)**

Additional improvements made during 2015 included installation of enhancements to the security system in the hangar building, purchase of an automated point of sale system for the gift shop which would go into effect in January of 2016, installation of glass doors in both the library and in the Gallery of Heroes, and construction of a portable stage with interlocking sections.

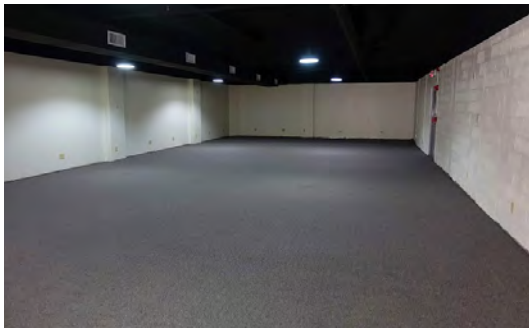


At the conclusion of the 2015 calendar year, MAPS had recorded 706 memberships, an increase of 152 over 2014. There were 1,061 members listed on the active membership rolls, an increase of 260 members. A total of 54,422 volunteer hours were recorded by members during the year as compared to 42,229 the year before. MAPS welcomed 34,093 visitors to the museum, 6,190 more than in 2014.





At the beginning of 2016, planned construction projects kicked into “high gear”. Construction of what would ultimately become the home of the Ohio Military Museum started in February of 2016 through a grant from the Ward & Joy Timken Foundation. Construction of the walls, rough electrical layout and ductwork was completed by students from the Portage Lakes Career Center Building Trades, Electrical Technology, and Heating, Ventilation and Air Conditioning programs. A majority of the construction was completed in March of 2017 with construction of display cases starting soon after.



**Ohio Military Museum Display Room Construction**



Also in February of 2016 the break room/lobby in the Restoration building was re-built. This room was the original museum display area when MAPS fully occupied the building in 1994. This opened up much needed room for a break area and lunch room for restoration volunteers on work days.



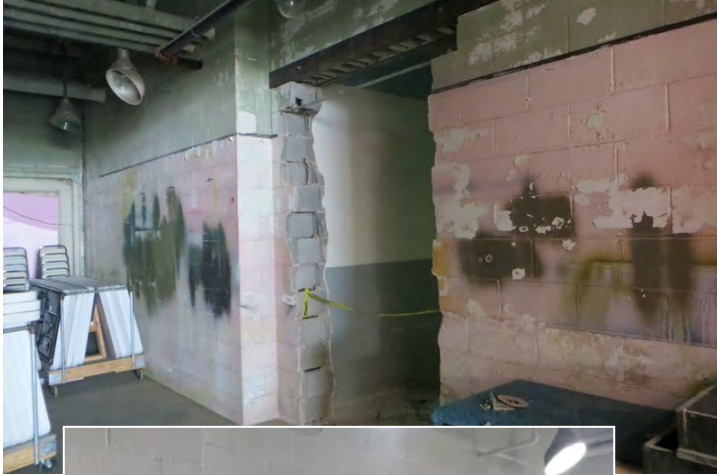
**Break Area Construction**



**Restoration Break Area**

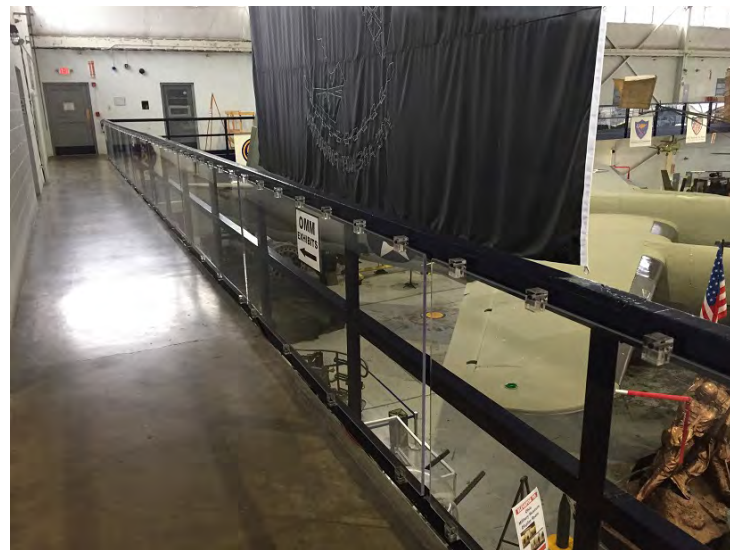


Through a grant provided by the Burton Morgan Foundation, MAPS was able to complete a safety project critical to opening the 2nd floor of the hangar for public use. As the second floor walkway was protected only by a steel railing framework, it was necessary to preclude individuals from climbing or falling through the railing. To prevent this from happening, sheets of ½ inch Plexiglas were procured, cut, edged and installed along the entire 2nd floor balcony. A majority of this project was completed by one volunteer member. Started in summer 2016, the project was completed in April of 2018.



**Elevator Construction**

In March of 2016, construction of an elevator to the second level of the hangar was started. The elevator would utilize the original parachute drying loft in the hangar. This project required a pit be dug through the floor under the loft area, construction of additional walls within the loft, building an elevator lobby on the second floor and new entry doorways on both the first and second floor. The elevator project was completed in November of 2016 with an inspection certificate issued in December.

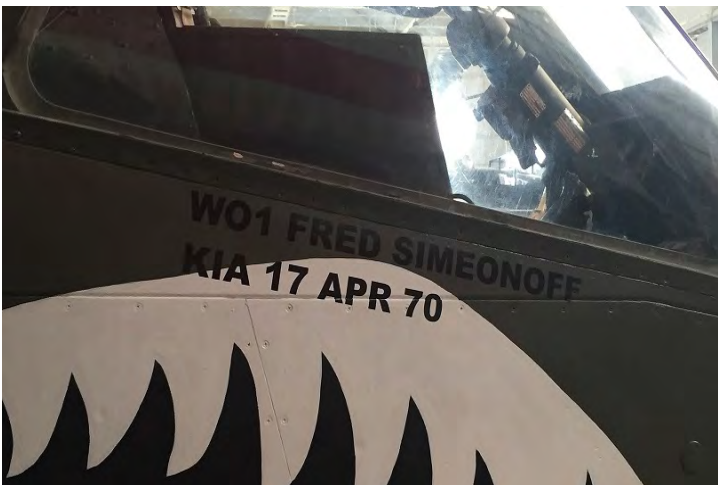
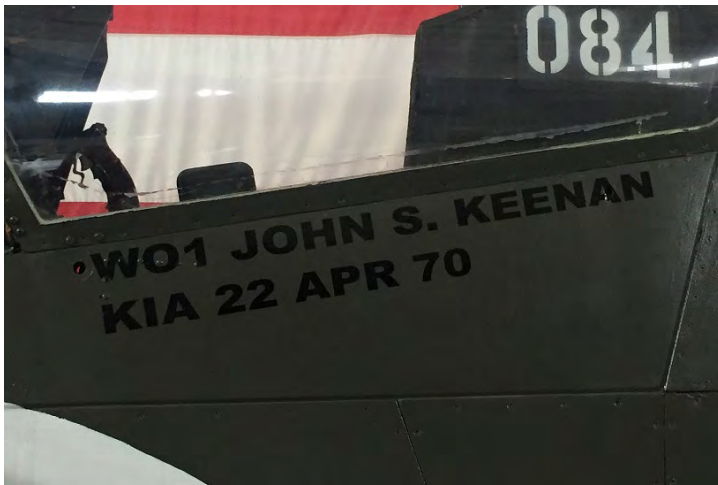


**Walkway Railing**

**MAPS**  
**AIR MUSEUM**  
*Where History Takes Flight!*

During the Green Freedom Fest, held on June 25th, the 2016 MAPS Legacy members were introduced and honored. The 2016 Legacy honorees were long-time MAPS volunteers Leland McFarland, Jim Mosley and Ken Ramsay.

In July of 2016, the AH-1 Cobra was re-painted and dedicated to two Vietnam veterans killed in the line of duty. The names of WO1 Fred Simeonoff and WO1 John Keenan were added to the airframe by a MAPS volunteer who knew both flyers.



**AH-1 Cobra Dedication**

In late September, the Polaris dealership on Shuffle Street near Route 77 contacted MAPS with an offer to donate a Polaris Ranger ATV to the museum. When asked about the significance of this ATV, MAPS was informed that it was one of 40 similar vehicles that were donated to the New York City Police and Fire Departments to assist in the cleanup in the aftermath of the attacks on 9-11. After its use in the cleanup effort, the ATV was given back to Polaris with this vehicle ending up at the North Canton dealership. The Ranger, now a piece of American history, was moved to MAPS on October 1st and is currently displayed in the main hangar.



**Polaris ATV - 9/11 Memorial**



On October 8th, the Akron-Canton Regional Airport celebrated its 75th anniversary with an Aviation Heritage Day. The celebration was held at the MAPS Air Museum and included the first annual CAK 5K run. Over 1,200 runners participated in this first run. Starting and ending at MAPS, the 5K course included two of the airports taxiways and the tarmac area of the Ohio National Guard aviation unit. The turn-around points on the course were marked with MAPS aircraft. Admission for the event could be paid by a donation of canned food items which were collected in a Cessna 208B Super Cargomaster aircraft provided by Castle Aviation. All food items collected were donated to the National Guard Food Bank. Displays were provided by the airlines servicing CAK as well as the TSA staff and local police departments.



**CAK 75th Anniversary Celebration**

The 2016 Veterans Day Celebration was held on Saturday, November 5th. The event served, not only as our celebration of Veterans Day, but also to dedicate the Douglas A-4 Skyhawk that had been recovered from the Chanute Aerospace Museum in December of 2015. The aircraft was dedicated to a local flyer, Lieutenant Commander Stu Powrie, a graduate of Firestone High School and the United States Naval Academy. In 1981, Powrie was selected to fly with the Navy's Blue Angels Flight Demonstration Team. He was killed in the crash of his aircraft during a practice session in February of 1982, having transitioned to Lead Solo (Aircraft # 5) after a year as Opposing Solo (Aircraft # 6). MAPS flew in his widow, children and grandchildren for the ceremony which was attended by over 600 guests. Included among the guests were four pilots who flew with Powrie and spoke at the ceremony. Music for the ceremony was provided by Church of the Lakes Choir from Canton, Ohio.



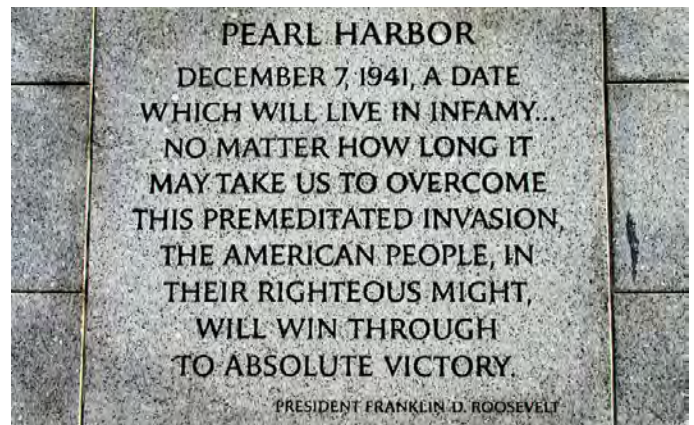
**MAPS Veterans Celebration IV**



**LCDR  
Stu Powrie**



The annual MAPS members Christmas Party was held on December 3rd. Four days later, at 12:00 local time (7:00 AM Honolulu time) on December 7th, 2016, a ceremony was conducted at the MAPS Air Museum commemorating the 75th anniversary of the attack on the United States Pacific Fleet at Pearl Harbor. Among the dignitaries speaking at the event was the Mayor of Green. Music for this event was provided by the Voices of Canton choir.



Pearl Harbor 75th Anniversary – 2016



In addition to the packed schedule completed during the year, the security system originally installed in the hangar was extended to the restoration building and activated early in 2017. Upgrades to the men's room in the restoration building were completed and enhancements to the women's restroom in restoration were started.



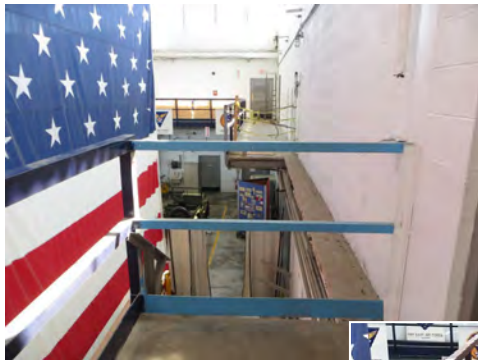
At the end of the 2016 calendar year, membership totals stood at 716 memberships or 1,090 members. Volunteers recorded 53,806 hours of work in support of museum operations. The museum hosted 36,844 visitors during the year.



On January 3rd, 2017, a Memorandum of Agreement was signed between the MAPS Air Museum, Friends of the Super Sabre (FSS) and the Super Sabre Society (SSS) for the relocation of the displays, artifacts and memorabilia of both the FSS and SSS to MAPS. The agreement also specified that these artifacts would be available for display in an area designated by MAPS to be called the Super Sabre Memorial Exhibit, “for the purpose of preserving the history and legacy of the F-100 Super Sabre and those that flew it”.

Due to a significant increase in large group events being hosted at the MAPS Air Museum, it was decided in January of 2017 to hire a part-time events coordinator. The primary function of this individual was to schedule, facilitate and coordinate all contracted and evening events. Long-time MAPS member and former Board of Directors member Kent Kleinknecht was selected to serve in this position.

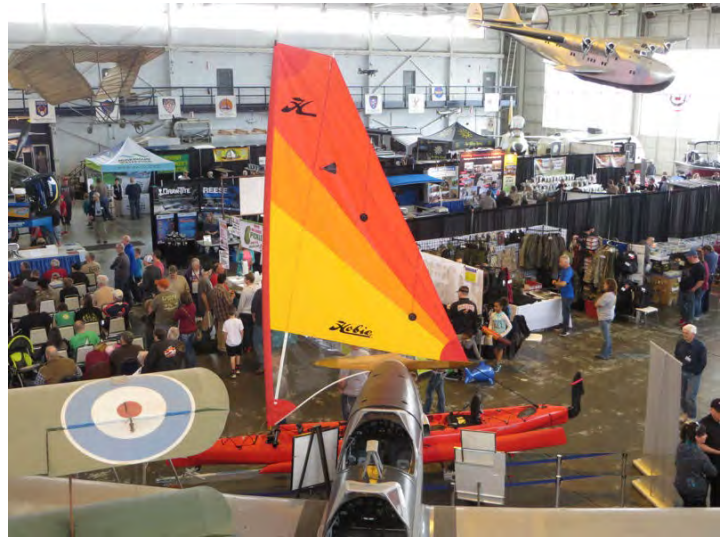
In March of 2017, a construction project was started to close the “gap” in the second floor walkway left by removal of the original building heater in December 2015. Design and construction of this span required the engineering and design skills of a bridge builder, so an outside consultant was contracted. The “bridge” was completed in December of 2017.



**2nd Floor Walkway Bridge**



On March 25th and 26th, MAPS hosted its first Hunting/Fishing Show. Over 80 vendors displayed sporting gear from fishing supplies to sail boats. Presentations from hunting and fishing professionals were given throughout the show. The centerpiece of the show was a live fish tank!



**2017 Hunting/Fishing Show**

April 9th, 2017 brought to MAPS the first Military Collector Show. Over 120 vendors and collectors brought displays of vintage military equipment, uniforms, awards and other memorabilia to buy, sell or trade. Additional displays were set up outside the museum by an airborne reenactor group and the MAPS Venture Crew. The Military Collector show is now hosted twice per calendar year at the MAPS Air Museum.



**2017 Military Collector Show**

During the annual Green Freedom Fest held on June 24th, the newest selectees for the MAPS Legacy member honors were introduced: Rick Hamlet, Jim and Mary Ann Cameron and Bob and Pat Schwartz.



August 5th found MAPS once again participating in the Pro Football Hall of Fame Parade in Canton. In addition to the OH-58 Kiowa, a 1942 Ford Jeep and a replica of the flag raising on the Pacific Island of Iwo Jima was included in our parade entry. The Iwo display was refurbished by the Marlboro Volunteers from Canal Fulton, Ohio and is housed at MAPS. Also part of the MAPS contingent were re-enactors depicting General of the Army Douglas MacArthur and "Rosie" the Riveter.



**2017 Hall of Fame Parade**



During the weekend of August 26th and 27th, MAPS hosted a military vehicle show. Military vehicles were provided by the Marlboro Volunteers and included tanks and halftracks.



**2017 Military Vehicle Show**

On Saturday of the military vehicle show, the Ohio Military Museum display room was officially opened. The opening completed the second artifact display room housed at MAPS. It contains memorabilia dating from the War of 1812 and other displays honoring Ohio veterans. Included in the displays are Medal of Honor recipients from the State of Ohio. Music for the opening ceremony was provided by the Moonlight Serenaders from Akron, Ohio.



**OMM Room Opening Ceremony**



In September of 2017, readers of the Akron Beacon Journal selected MAPS as the area's "Best Museum" for the third time. In addition to this honor, MAPS was awarded 3rd place in the category of "Best Things To Do Under \$10" and 3rd place in the category of "Kids/Family Outings". MAPS also was listed in the top ten for three other categories: "Area Attraction/Non-Sporting Event", "Party Center/Event Hall" and "Wedding Venue".

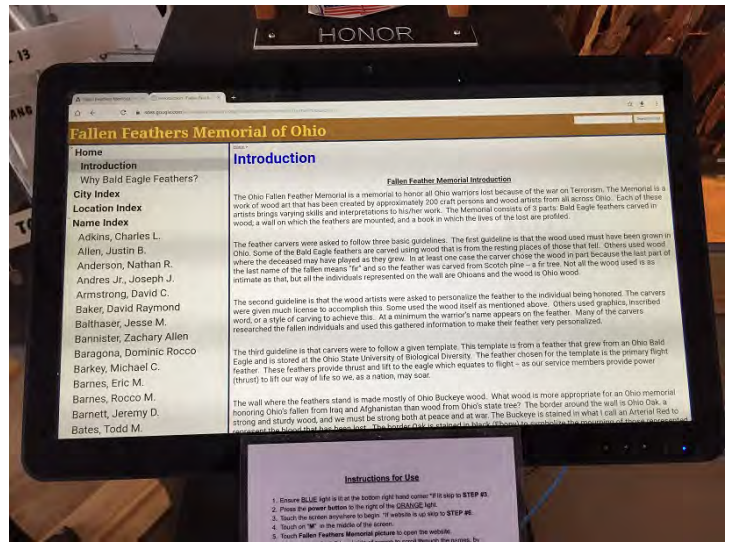


On November 18th, MAPS hosted Veterans Celebration V with the theme of “Home for the Holidays”. This event was more of a sentimental journey, designed to bring back memories of the Holiday Season for both those that were stationed overseas and those who remained behind. It included seasonal songs sung by Stark County school students. Central to the program were actual letters from servicemen and women written to those back home as read by Stark County high school students dressed in period uniforms. Pre-program music was presented by the NEO Jazz Orchestra. Participating in the POW-MIA table ceremony was Lieutenant Robert Withee, a World War II veteran

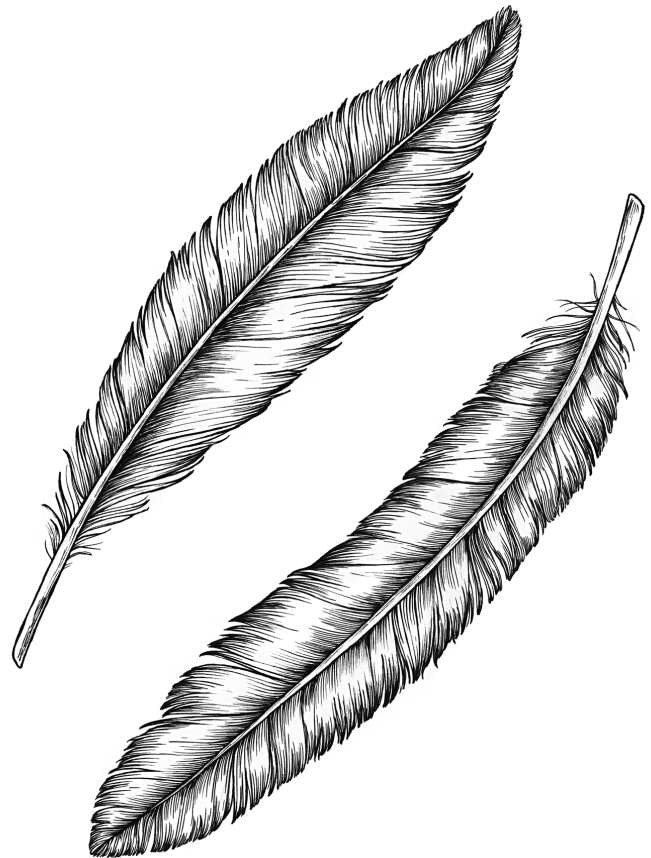


2017 Veterans Celebration V

Also in November, as a result of work completed by a Master’s Degree candidate and MAPS AV section personnel, an interactive display was added to the Fallen Feathers Memorial. The touchscreen would allow guests to read about the display or to search for the name of any honoree in the display. By touching the name of the honoree, the program would display a picture of the veteran, a picture and location of the feather in the display and then read information about the veteran, who carved the feather and what type of wood the feather was carved from.



Fallen Feathers Interactive Display

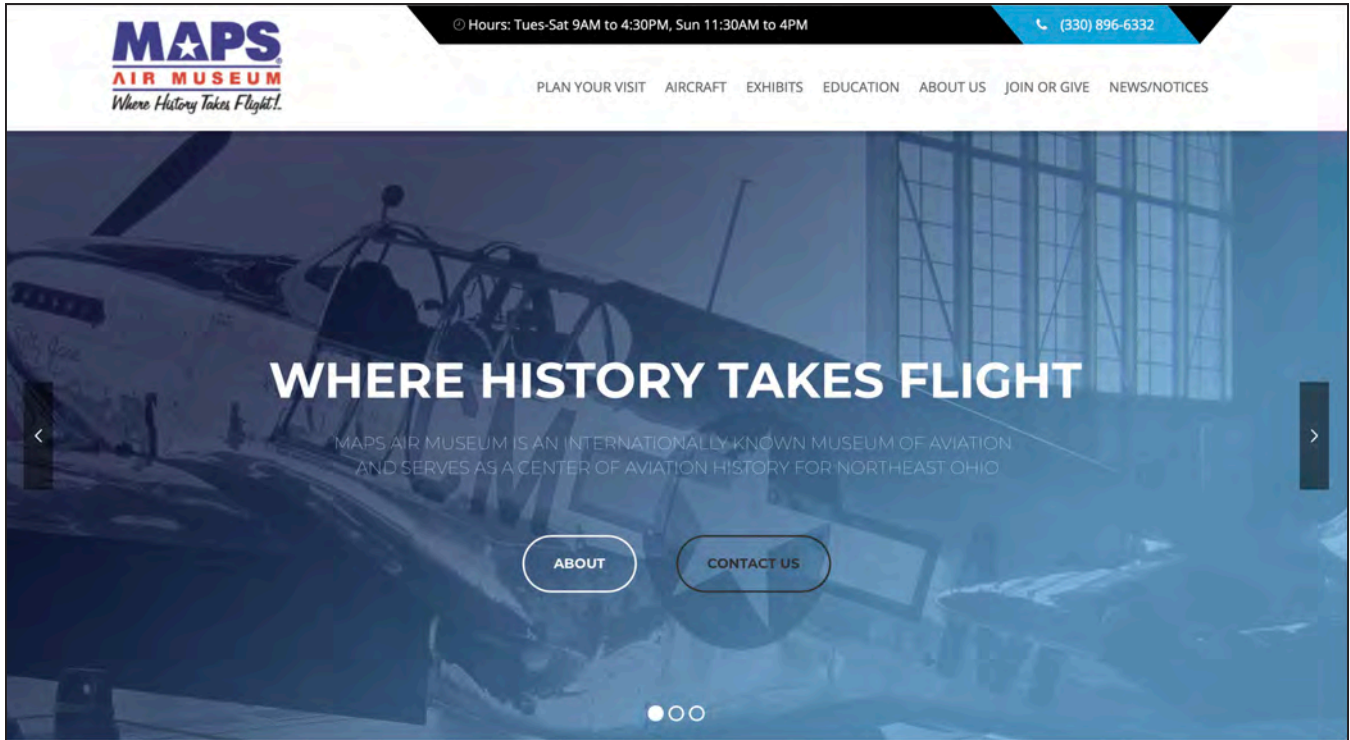


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A number of additional programs and enhancements to the museum were realized during the year. A self-guided audio tour system trial for 11 displays was developed. The pre-recorded narratives can be accessed via a cell phone application. The MAPS website was re-designed and expanded to include additional information and displays. The memorial walkway brick dedication program was reactivated to add

new names to the area near the flags.

In support of scouting programs, MAPS established a Cub Scout Pack (3112), an Explorer Post (2356), which included the students from the Portage Lakes Career Center and a Venture Crew. Venture Crew 1944 is led by a group of experienced adult Scouters and focuses on World War II history and reenacting activities.



MAPS Website Homepage



A program to replace of all museum lighting with energy efficient LED lighting was started with the Gallery of Heroes and hangar stairwells. This program would be completed in 2018.



Data from the 2017 calendar year showed a continual increase in memberships and volunteer hours. A total of 738 memberships (1,145 members) were listed on the active membership rolls. Volunteers logged 55,664 hours during the calendar year. MAPS Air Museum welcomed 27,908 visitors during the year.



In January of 2018, a grant was received from the Greensburg Lions Club to fund construction of a classroom on the 2nd floor of the hangar building. In the spring, construction of the classroom and a work room and storage room for uniforms and artifacts from the Ohio Military Museum collection was started. The storage room, which also contained the heater for the OMM display and for the classroom, bathrooms and kitchen was completed in the fall of the year with ductwork for the classroom also completed in the fall. The classroom itself is scheduled for completion in 2020.

In February of 2018, a restoration project was initiated to rebuild the entire Goodyear FG-1 Corsair aircraft around the existing cockpit section that MAPS received in 2009. This will be the first time that MAPS has attempted to build a majority of an airframe from scratch. An engine mount has been built, the aircraft engine has been cleaned and refurbished with a nose and engine cowling fabricated. The rear fuselage frame structure is being fabricated and part has been installed. The project is still ongoing.



Goodyear FG-1D Corsair Construction

On the 1st of April, 2018, a Pitts Special aircraft was donated by a private owner. The Pitts Special (Tail # N51LM) is a single-seat aerobatic biplane with lower wing ailerons only. After assembly in early April, it was placed on display in the main hangar. On July 12th, it was hung inverted from the hangar ceiling honoring its aerobatic history.



Pitts Special (Tail # N51LM)

In early April, relocation of a Sikorsky H-19D Chickasaw helicopter from a farm in Newberry, Ohio was started with the tail section arriving on April 6th. The helicopter body, engine and other components arrived on May 30th. Students from the Aviation Technology program at the Portage Lakes Career Center have started restoration of this airframe as part of their aviation studies.



**Sikorsky H-19D Chickasaw  
(Serial # 54-1412)**

On May 23rd, an Akron Aircraft Company Funk B arrived at MAPS. The aircraft was donated by a private owner in Crossville, Tennessee. A team of volunteers from MAPS traveled to Tennessee, disassembled the aircraft and transported it to Ohio. The airframe remained in the trailer until June of 2019 when restoration was started. Restoration required the complete re-build of one of the two aircraft wings. Painting and stenciling of the components started in the fall of the year. The Funk B-75-L (Tail # NC24179) was built near Akron-Fulton Airport in November of 1940. It served with the Civil Air Patrol during World War II, based near Chicago. Upon completion of the restoration project, the aircraft was transported and hung in the main foyer of the Akron-Canton Regional Airport on January 23, 2020.



**Funk B-75-L (Tail # NC24179)**



In 2018, the Louise Timken Library began an initiative to reach more users. This involved making the collection of over 10,000 books, magazines and videos discoverable by the public. The project was started by subscribing to Library World, a web-based library system. In December of 2018, information on the library's collection of books could be found on the "Library" page of the MAPS Air Museum website. By October of 2019, with the help of college interns and library volunteers, the entire circulating collection had been cataloged. The process is continuing for all incoming donations and reference books. The staff also began setting up archives for the collection of photographs, manuscripts, letters, oral history interviews and other items that will be maintained and available for research.



**MAPS Library Collection**



During that same period, the library staff also found many uncatalogued video and audio recordings of MAPS events, speaking engagements, and oral history interviews produced over the previous 15 years. In addition to digitizing past interviews created as part of previous projects, such as Storybook and projects for Hoover High School, volunteers established a Military History Program. The focus of this program is interviewing veterans who wish to share, preserve and pass on their military experiences to future generations. As part of this program, interviews of veterans are conducted at MAPS, at nursing homes or, if needed, at an individual's home. These interviews are maintained in the MAPS Library Archives. Interviews that meet the standards for the Library of Congress have been forwarded to them. Library volunteers also established a relationship with Western Reserve PBS to air short documentaries on their TV stations. The first aired was entitled "The Women Who Helped Win A War" which was produced by MAPS Volunteer Steve Mitchell. The documentary featured three local women (and MAPS members) who worked for Goodyear during the war. His next effort is a documentary related to the MAPS B-26 Marauder.



**Lieutenant Robert Withee**



July 17th brought the second of three Pancake Breakfasts for the calendar year. Immediately after the breakfast ended, MAPS guests were treated to a free concert by the Canal Fulton Community Band.



**Canal Fulton Community Band**



In August of 2018, due to the increasing rate of construction and repair projects being undertaken, the Board of Directors elected to hire an additional part time staff member. The primary function of this position would be cleaning, priming and painting areas of the museum in support of the ongoing building projects and painting of museum areas that support operational and safety concerns. Mary Cody was hired in September of 2018 to fill this role.



On August 4th the MAPS OH-58 Kiowa made a return visit to the Pro Football Hall of Fame Parade. It was accompanied by the 1942 Ford Jeep with trailer, a second jeep with the Iwo Jima float and the Army Crane Truck. A number of Vietnam-era veterans rode in the parade as well as members of the MAPS Venture Crew reenactor group.



**2018 Hall of Fame Parade**

In September, the museum entry (west) side of the hangar was enhanced by installing a brick facing similar to that previously installed on the west face of the building. The new brick facing covered over the original painted windows on the first floor and the aluminum siding that was added to the facing later. The brick facing covered not only the east face of the hangar, but part of the north and south ends of the museum.

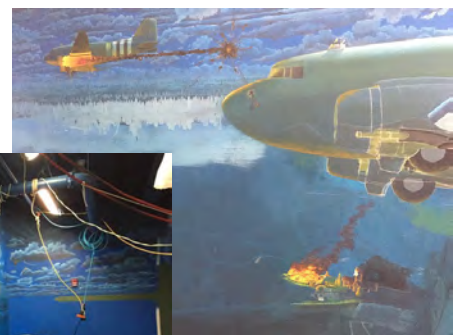
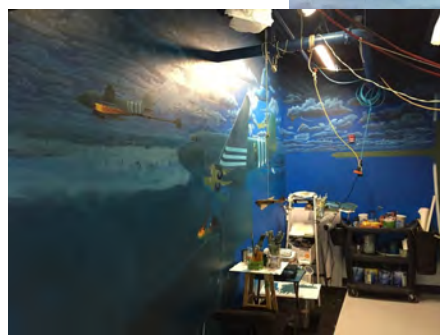


**Brick Facing Upgrade**



In the fall of 2018, a new project in the upper elevator lobby was started. The project involved painting a mural depicting the airborne operations supporting Operation Overlord on the morning of June 6, 1944. This effort was undertaken by artist and MAPS member Larry Giannetti.

**Elevator Lobby**





**Grumman OV-1A Mohawk (Serial # 63-13128)**

On November 1st, 2018, a team of volunteers from MAPS traveled to Blaine, Minnesota to recover a Grumman OV-1A Mohawk airframe. The OV-1 was an armed military observation and attack aircraft, designed for battlefield surveillance and light strike capabilities. It was a twin turboprop aircraft that carried two crew members in side-by-side seating. After disassembly and transport, OV-1 (Serial # 63-13128) arrived at MAPS on November 16th. The airframe is undergoing extensive restoration as is scheduled for dedication on Veteran's Day 2020.

MAPS Veterans Celebration VI was held in the hangar on November 11, 2018. In addition to the traditional Veterans Day honors and presentations, the event also served as a benefit concert supporting the Akron Youth Symphony. The concert by these very talented young men and women served as the central focus for the event, attended by over 400 guests.



**2018 Veterans Day Celebration  
and Akron Youth Symphony Concert**

**MAPS**  
**AIR MUSEUM**  
*Where History Takes Flight!*

While typically held during the Green Freedom Fest in the summer months, a decision was made to delay selection of the MAPS Legacy Awardees until the end of the calendar year at a MAPS event. During the MAPS Christmas party, held on December 8th, the new MAPS Legacy members were introduced: Paul Gates, Jim Jackson and Reed Kimball.

Also in December, the C-47 Skytrain was upgraded with simulated “Jump” seats which replicated the original paratroop seats that would have been used during World War II. These seats replaced the folding chairs that were being used. In the spring, a replica of the “jump” light was installed near the rear cargo door of the aircraft. In June, signage was produced by the curator department highlighting the airborne component of Operation OVERLORD conducted on June 6, 1944. These upgrades significantly enhanced the historical setting and the presentations conducted in the aircraft.



C-47 Paratroop Seats

Additional improvements made during 2018 included finishing replacement of all of the lighting systems in the hangar, gift shop, library, Ohio Military Museum Display room, restoration break area, art room, and office with energy efficient lighting. Wall studs were installed in the 2nd floor classroom, restrooms, kitchen area and part of the convention center with drywall put in place in the classroom and kitchen. The collection storage room at the northwest corner of the hangar was completed by students from the Portage Lakes Career Center. Plexiglas railings in the four corner stairwells were also started during the year.



At the end of the 2018 calendar year, MAPS membership rolls showed a total of 730 memberships and 1,122 members. Active members logged 57,799 volunteer hours during the year, indicating that members were becoming more active in supporting museum operations. MAPS broke the 40,000 guest threshold for the first time, hosting 40,915 visitors - an increase of 4,119 people.





On January 17th, MAPS received a Grumman EA-6B Prowler aircraft from the United States Marine Corps. The Prowler (Bureau # 163047) was one of the last three of this type of aircraft still on active duty (the last two being retired in March of 2019). The aircraft was flown to MAPS from Cherry Point Naval Air Station after its final deployment to Qatar by a Marine Corps crew. The following week, the aircraft was decommissioned by a Marine Corps team and placed on display with the aircraft collection at the museum.



**Grumman EA-6B (Bureau # 163047)**

On May 7th, MAPS received two A-4 training stations from the NASA/Glenn Research Center in Sandusky, OH. The first of the two training stations was placed in the hangar area in September and will be set up as an interactive static display.



**A-4 Training Station**

On May 18th, MAPS hosted another new event - the 2019 Beer Fest. Seventeen local and state breweries participated in the event with guests purchasing tickets for samples from the various organizations. Food was also provided by separate vendors. It was estimated that over 500 vendors and guests participated.



**2019 Beer Fest**



Also in May of 2019, MAPS was notified that the Portage Lakes Career Center instructional program would be returning to the Career Center facility for the 2019-20 school year. The students would still be able to come to the museum twice a week to get hands-on work on aircraft restoration and other projects but regular classes would be conducted off site. The classroom was remodeled and will be utilized as a museum classroom/meeting room/small function area.

In 2019, the library staff, in conjunction with the curator staff, began creating temporary exhibits in the library and in display cases in the hangar just outside of the library to educate visitors on important historical events, accomplishments, military anniversaries or milestones. The first exhibit developed and displayed was introduced in June, celebrating the 75th anniversary of OPERATION OVERLORD (June 6, 1944).



**D-Day Display**



During the summer of 2019, the Bell OH-58 Kiowa was repainted and rededicated. The names of CW3 Donald Clark of Boardman, Ohio who was killed in Iraq and SGT Eddie White of Barberton, Ohio, who was killed in Vietnam were added to the airframe in their honor.



**OH-58 Dedication**

Also in the summer months, the restoration department expanded on an existing program - producing mock-ups of weapons to display with the aircraft. Although the initial focus of this effort was production of replicas of .50 and .30 caliber machine guns, the program has expanded into the production of replicas of bombs, missiles and even a full size torpedo! Replicas of AIM-9 Sidewinder missiles have been attached to the F-16 on display, the A-26 is currently "armed" with a full complement of 250 pound bombs and the torpedo will be attached to the B-26 bomber.



**Ordinance Replicas**

On August 8th, 2019, the MAPS AH-1 Cobra made its first appearance in the Pro Football Hall of Fame Parade. This was made possible through construction of a special trailer by MAPS volunteers to carry the helicopter.



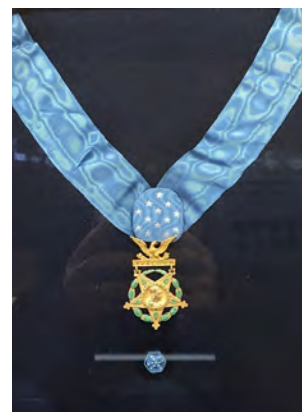
**2019 Hall of Fame Parade**



After security upgrades to the Ohio Military Museum Display room were completed in early October, six Medals of Honor awarded to Ohio servicemen that were part of the original OMM collection were placed on public display. Further upgrades to the security systems in the display cases will allow an additional four Medals of Honor to join the collection. This is a rare and unique honor for a museum such as this.



**Medal of Honors Display**



In August of 2019, the original hangar windows that would be part of the MAPS Convention Center were replaced with new “storefront” windows. The window project, coupled with the new brick facing and painting of the lower level siding, significantly enhanced both the appearance of the entry side of the museum and the view from the new convention center.

In October, one of the final major pieces of the Martin B-26 bomber was completed and installed in the airframe. The reconstruction of the top gun turret was the culmination of over four years of effort and, with the installation of nose, waist and tail gun replicas produced by the “Weapons” department, completed a 25 - year restoration project on the second oldest of 7 surviving Marauders and the oldest *complete* B-26.



Convention Center Windows



B-26 Top Turret



On October 17, 2019, MAPS again was honored to serve as host for a “Call to Duty” ceremony for an Ohio National Guard unit that was being activated for deployment overseas. Thirty members of the Ohio Army National Guard’s Detachment 2, Company C, 3rd Battalion, 238th Regiment (General Support Aviation Battalion) were deployed in support of Operation Spartan Shield. Over 200 family members and guests were in attendance for this event.



**Call to Duty**



On November 9th, 2019, MAPS presented Veterans Celebration VII, the seventh annual Veterans’ Day Ceremony. The central theme of the 2019 ceremony was the dedication of the F-16A that MAPS had “rescued” from “The Boneyard” in April of 2015. After restoration, the aircraft was painted in the colors of the 112th Fighter Squadron (the same 112th Fighter

Squadron that had first occupied the MAPS hangar in 1952, now stationed at the Toledo Express Airport). The aircraft was dedicated to LTC Kevin Sonnenberg, an F-16 pilot of the 112th who was killed on June 15, 2007, when his aircraft crashed on a mission in Iraq during Operation Iraqi Freedom. More than 450 people, including members and retirees of the 180th Fighter Wing, came together for the dedication and to honor the Sonnenberg family who were also in attendance. The 112th Fighter Squadron had become part of the 180th in 1962. Music for the event was provided by the New Horizons Orchestra. The 180th also flew in a current F-16 for the ceremony and did a number of passes over the museum.



**MAPS 2019 Veterans’ Day Ceremony**



**LTC Kevin Sonnenberg**

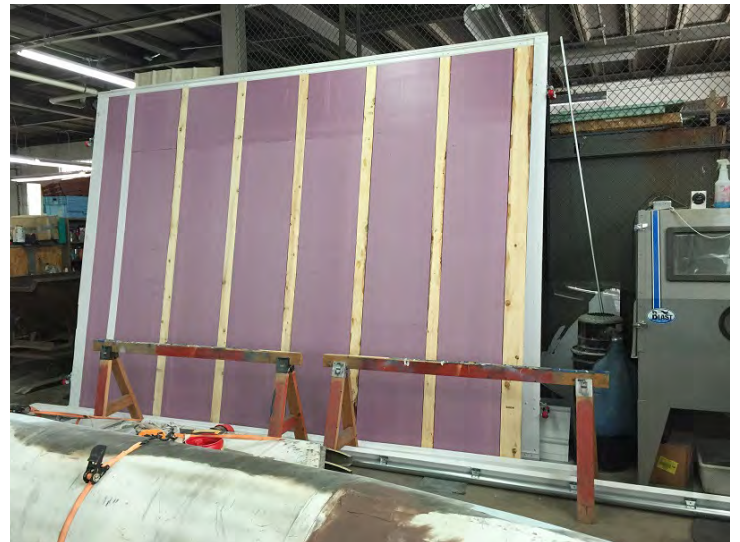
On November 23rd, the Link Trainer, which had been stored in various locations in the restoration building and in the hangar shop area since February of 2003 was brought out to the hangar floor and put on public display for the first time since it was moved from its location in the original display area in the current restoration building.



**Link Trainer**



In early December, steps were taken to correct a long-standing issue with the restoration building. The roll-up doors to the facility were originally designed for vehicles and not aircraft. As a result, it was very difficult to move even partially assembled aircraft into or out of the building. As a corrective action, the door on the north (airport) end of the building will be removed and replaced with a larger sliding door system. Construction of this door started on December 4, 2019. The door will be installed in the spring of 2020.



**Restoration Door Construction**

*Celebrating*  
**30**  
*1990-2020*  
*Years*

On December 7th, 2019, MAPS hosted its annual Member's Christmas Party. As it also represented the 75th anniversary of what came to be known as the "Battle of the Bulge" in 1944, the curator and library staffs put together a display in honor of the heroism and sacrifice of those who served in that battle. During the Christmas Party, the 2019 MAPS Legacy honorees were announced: Don & Leona Neidert, Allan Swain and, posthumously, to long time MAPS member, Richard With.



2019 MAPS Member Christmas Party



Ending its third decade of operations, MAPS listed a total of 781 memberships (1,175 members) were listed on the active membership rolls. Volunteers logged 58,861 hours during the calendar year. MAPS welcomed 40,813 visitors to the museum during the year.

## Section VI: The Future



The story of MAPS does not end with the publication of this history. Within the next two years, the 2nd floor classroom/meeting room will have been completed as well as the additional bathroom facilities required to support 2nd floor activities. Additional display rooms for the Friends of the Super Sabre, the Ohio National Guard and an extension to the original Gallery of Heroes are also in progress. These three display rooms will significantly enhance the ability of this museum to tell the stories of those that served this Nation. With the installation of the new windows in August of 2019 and heating and air

conditioning systems in the spring of 2020, final construction of the kitchen area and the MAPS conference center will accelerate with anticipated completion in 2021 if not sooner. Preliminary discussion has been started on construction of a 2nd hangar building to house more of the aircraft that are currently stationed outside thus exposed to the weather as well as adding a collection of military vehicles to the museum experience.

Thirty years ago, fourteen visionary and dedicated individuals turned some brainstorming notes on the back of a napkin into the foundations for the Military Aviation Preservation Society Air Museum that you see today. Thirty years of effort by the leadership and particularly the volunteers of this organization, who freely gave of their time and effort, have shaped the legacy that will be passed on.

The future of the Military Aviation Preservation Society will be shaped by the commitment, dedication and vision of current and future volunteers. Their efforts in preserving the past and teaching it to those who visit this museum will ensure that this history and those that lived it will never be forgotten. As American philosopher George Santayana wrote in 1905 “**Those who cannot remember the past are condemned to repeat it**”. To make history come alive for the next generation is both our goal and our challenge going forward.

**MAPS**  
**AIR MUSEUM**  
*Where History Takes Flight!*



We have a sacred duty to honor the service and sacrifice  
of those heroes that can no longer speak for themselves.  
We tell stories so that they are not forgotten.



## Aircraft Designation Systems

For those readers that are not familiar with military designations, aircraft designations are based on the primary mission of the aircraft.

*For example:*

- the F-4 Phantom was designed as a “fighter” aircraft.
- \* The AH-1 Cobra was designed as an “attack helicopter” (AH).
- Some mission specific aircraft also have two-letter designations (e.g., KC-135 — a transport aircraft specifically designed for aerial refueling).

DESIGNATION		EFFECTIVE YEARS
BASIC MISSION		
A	Attack (Note 2)	1942-1947, 1962-
B	Bomber (Note 1)	1925-
C	Transport	1925-
E	Special Electronic Mission	1962-
F	Fighter (Note 1)	1948-
F	Photographic (Note 2)	1930-1947
K	Tanker	1949-1977, 1985-
L	Liaison	1942-1962
L	Laser Equipped	1997-
O	Observation (Note 2)	1924-1942, 1962-
P	Pursuit (Note 2)	1925-1947
P	Maritime Patrol	1962-
R	Reconnaissance	1948-1949, 1962-
S	Antisubmarine	1962-
T	Trainer	1948-
U	Utility	1962-
X	Special Research	1948-
AIRCRAFT TYPE		
G	Glider	1962-
H	Helicopter	1948-
Q	Unmanned Aerial Vehicle	1997-
S	Space plane	1968-
V	VTOL/STOL	1954-

### NOTES:

1. The numbering systems were reset in 1962 (*for example:* the B-1 bomber was developed after the B-52 or the F-4 fighter after the F-105)
2. The designations “A” (Attack), “F” (Photographic), “O” (Observation), and “P” (Pursuit) were discontinued with the organization of the United States Air Force as a separate service. The current designation system for the U.S. military aircraft was introduced by the Department of Defense in 1962. It was based on the system used by the U.S. Air Force between 1948 and 1962, and replaced the older systems used by the U.S. Navy, marine Corps and the U.S. Army.

## ACKNOWLEDGEMENTS

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First, thank you to Steve Satchell, Rick Johnston, Rick Willaman, Doug Perry, Dave Pawski, Ken Ramsay and Kent Kleinknecht and all of the others who have kept a photographic record of the history of MAPS and whose photos have been used in this work.



Thank you to Debbie Bussinger, Marylou Thompson and Peg Deibel who spent hours reviewing this work for my many spelling, grammar and content errors and to Rick Johnston, the MAPS historian, for insuring that the content of this work tells the story of this organization.

Thank you also to the Timken Family, Foundation and Company, the Stark Community Foundation, the Akron Community Foundation, the J.M. Smucker Company, the Paul & Carol David Foundation, the Burton Morgan Foundation, the Greensburg Lions Club and all the others who have supported our efforts over this 30 year period. Without their support, MAPS would not be able preserve and present this history and to have the opportunity teach the next generation of the need to learn the lessons of the past.

The volunteers of this organization are what makes this MAPS special. Those that have freely given of their time in the canteen, the curator departments, as directors, in the gift shop, in the library, the motor pool, the radio section, in the restoration area, as tour guides, publishing the newsletter, maintaining the MAPS website and staffing evening events all have more than earned my gratitude.

Finally, I would like to thank the management and the dedicated staff of The Print Shop of Canton, Inc. without whose support, technical expertise and artistic ability, this work and many others produced for MAPS, would ever have happened.

A handwritten signature in blue ink, appearing to read "Rick Johnston".

**MAPS**  
**AIR MUSEUM**  
*Where History Takes Flight!*



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