



BRIEFING

VOLUME 21 • ISSUE 5

MAY 2010

UPCOMING EVENTS

04/25/2010

Pancake Breakfast

8:00am - 1:00pm

05/01/2010

Collings Meeting

10:00am

05/03/2010

Director's Meeting

6:00pm

05/05/2010

Chili Cook-Off

6:00pm

05/05/2010

Member's Meeting

7:00pm

05/05/2010

Cash Raffle Drawing

7:00pm

06/13/2010

Car Show

10:00am - 4:00pm

07/03 – 07/04

20th Anniversary

Celebration

08/13 – 08/16

Collings Weekend

09/13 – 09/16

EAA B-17G visit

2010 MAPS Chili Cook-Off - May 5, 2010

May's membership meeting will be preceded by our annual Chili-Cook-Off beginning at 6:00pm. The challenge is sent out to all MAPS members to see who can come up with the best chili. Last years winner was Mary Ann Cameron, representing the Curator's Department. Donations during the evening will be accepted, with the winner of the cook-off receiving the cash prize for their representing department.

At 7:00pm we will hold the drawing for the Cash Raffle, followed by the Monthly Membership meeting. Those who wish to participate in the contest should bring a standard crock pot size container of Chili. Any addition food items to enhance your concoctions flavor are your responsibility. Please sign-up in the gift shop if you are competing or just eating. Any Questions? Please see. Kent or E-mail kkleinknecht1@sssnet.com

TSA Changes AOA Badge Regulations

TSA regulations require that anyone holding a key to the hangar or restoration building must hold an unexpired Akron-Canton Airport issued ID badge (AOA Badge). We must certify this requirement with the airport. We also need to update our documentation for building keys and AOA badges. Allen Swain is available almost everyday, please contact Allen as soon as possible if -

1. You hold an up to date AOA badge.
2. You hold a key to the restoration building, hangar or both.

If you need an AOA badge, applications can be found in the restoration building office. They will need to be signed by Bob Schwartz or Wayne Noall and taken to the airport operations office for processing. The one time cost is \$35.00. They are renewed each year in November at no charge.

MAPS Makes Congressional Record

Our MAPS Air Museum was recognized on the floor of Congress Wednesday February 24th, when Congressman John Boccieri gave a speech honoring our Museum and it's members. This speech was placed in the Congressional Record and a copy has been framed and placed in the Museum lobby. Congressman John Boccieri stated:

"Mr. Speaker, I rise today in recognition of the Military Aviation Preservation Society Air Museum, located in my congressional district at the Akron-Canton Airport. I recently visited this nonprofit museum devoted to preserving our Nation's rich aviation history and the great volunteers who make that museum a reality"

When the Wright Brothers first built their airplane in Ohio, it was an example of American innovation. When U.S. Airborne divisions cleared the way for the Normandy invasion, it was an example of American leadership.

When the Air National Guard recently dispatched to Haiti to help the relief effort, it was an example of American charity. The MAPS Air Museum captures the unique connection between aviation history and our American culture. Our spirit to persevere and succeed parallels our innovative spirit and desire to be leaders in the world and in aviation.

I commend the MAPS Air Museum for its continued inspiration and its dedication to aviation history and the American spirit. Thank you to the soldiers, sailors and airmen who volunteer there every day to keep our history alive."

CONTACTLIST

Directors

Ray Hamlin	330-928-2782
Kent Kleinknecht	330-323-5764
Wayne Noall	330-421-5419
Ken Ramsay	440-349-3211
Bob Schwartz (Chair)	330-854-3875
Allen Swain	330-335-3515
Richard With	330-497-4008

Appointees

Museum Displays:	
Gary Haught	330-477-0527
Curator:	
Jim Cameron	330-938-6971
Treasurer:	
Mac McFarland	330-658-2232
Development:	
Chris Manfull	330-499-5715
Gift Shop:	
Bob Johnston	330-837-8929
Library:	
Barb Johnston	330-896-6332
Safety:	
Ken White	330-867-8605
Social Events:	
Dennis Dickey	330-896-1306
Tour Coordinator:	
Dennis Dickey	330-896-1306
Security:	
Jim Mosley	330-245-1581
Hangar Mgrs:	
Tom Rench	330-670-6483
Bruce Balough	330-575-2354
Jim Keller	330-268-2958
Chaplain:	
Norm Brunelle	330-896-5621
Fund Raising:	
Vacant	
Aircraft Acquisition:	
Bob Harris	330-926-9179
PR / Newsletter / Website	
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John Cameron	
Membership:	
Jim Kohan	330-452-4997
Bob Schwartz	330-854-3875
Carol Swain	330-335-3515

Director Nominations Open

We are accepting nominations for the upcoming Board of Directors election at the April, May and June Members meetings. The seats currently held by Bob Schwartz, Wayne Noall, and Ray Hamlin are up for election at the Annual Meeting, to be held Wednesday, June , 2010. At the April meeting, nominations were received for Bob Schwartz (accepted), Wayne Noall (accepted), Ray Hamlin (declined), and Steve Satchell (accepted).

Per the new MAPS Regulations, you must be a “member in good standing for one full year” before being nominated for a seat on the Board of Directors.

National Volunteer Week

April 18th to the 24th is National Volunteer week, “Celebrating People in Action”. MAPS volunteers are our greatest asset. During the week thank each other for the job they are doing. Our volunteers perform a multitude of important tasks that many of us take for granted or don’t even think of. Thank you MAPS volunteers; each and every job you do is important to our mission.

F-16 Recovery Fund Started

A fund has been started to bring the MAPS F-16 from Arizona. The cost to transport the F-16 back to MAPS is estimated to be about \$5,000.00. The fund got off to a fast start at the April general membership meeting when \$1,200.00 was donated, which included a \$500.00 matching donation from Ken Ramsay. This \$500.00 was quickly matched by several of the directors. We still have \$3,800.00 to go. If you’d like to help, please send your donations to Mac McFarland, ATTN F-16 Fund.

Goodyear GA-22A Drake Donated

The Goodyear GA-22A Drake has been acquired from the EAA’s Airventure Museum in Oshkosh, WI, and will soon be coming back home to NE Ohio. The Drake was built in March 1953 and was used by Goodyear for a number of years for business and demonstrations around the country. The plane went to the Airventure museum in 1966. The Drake will be an important addition to the MAPS Museum’s growing Goodyear collection.

F-84F Recovery Completed!!!

We are happy to announce the final sections of the F-84F Thunderstreak has been recovered and are now located at MAPS. If you recall, the F-84F was donated to MAPS by Walter Soplata in 2007, but immediate recovery was made difficult due to the location of the aircraft, un-cooperative weather and terrain, and dealing with years of corroded fasteners. We would like to thank everyone who helped with the F-84F recovery.

If you are interested in helping with the F-84F restoration, contact Crew Chief Paul Gates for more details.



Random Member Photos from April 2010



Did you know? The swept-wing F-84F was designed as a low-cost improvement to the straight-wing F-84E, with 55% tooling commonality. When finished, there was only 15% commonality, and only 3 presses in the U.S. could form the press-forged wing spars. Such factors kept the F-84E (and G) in service longer than hoped.

Clockwise from top left. Kim Kovesci applies hand-painted lettering to the A-7E Corsair II. Rick Hamlet, Gary Haught and Jim Cameron assemble the X-Walls in the Gallery of Heroes. This will greatly increase our available display space. Carl Strahler quietly works on the PT-19 Cornell restoration project. Jim Cameron and Dick Pashley unload display cases donated by the McKinley Museum (thanks to Jose Medina of RE/MAX Commitment for the use of his truck). Mark Silinsky created the stencils used to hand-paint the A-7E Corsair II markings. The nearly completed A-7E enjoys her day in the sun! Just a few more things need to be finished, and she's a completely restoration!

Confessions of a [Relocated] Tour Guide

Okay, here's the dirt about being a tour guide at MAPS...it's easy, and it's fun! No, seriously. It really is easy and it's a blast! Not only do you get to hang out with a great bunch of fellow members and shoot the breeze, but you also get to meet a lot of terrific people visiting the museum.

I talked to so many interesting people with stories to tell while taking them on a tour. Many served and were somehow involved with one of the aircraft types in our collection. One gentleman told me about his time operating a 40mm antiaircraft gun just like the one MAPS has on display. He manned it from the beaches at Normandy, across Europe until VE day. Another talked about his training in an AT-6 Texan and buzzing a fisherman in a boat. He flew so low that the fisherman jumped overboard into the water! It turned out that the man fishing was his base CO! Fortunately, he didn't get the number on the plane, but after that the buzz number were painted very large under the wings on each of the trainer airplanes.

I met a Rosie the Riveter who worked at Goodyear putting together Corsair fighters. She had come to Akron from West Virginia at age 17 to work in the factory. One of the Martin family members came with her daughters during a visit from Florida to see their ancestor's aircraft. What a pleasure it was to tell them about the monoplane and how it got from the Smithsonian Museum to MAPS. She told me several things about William & Almina that I didn't know.

I was fortunate to have had Gulf War, Cold War, Vietnam, Korean & WWII veterans in some of my tours. All of them had interesting anecdotes to relate. They also had very favorable comments about the museum. Equally interesting were the tours for school-age kids. Their questions and the way they saw things often caused me to view the museum displays in a whole new light.

When I first came to the MAPS Air Museum I had no intentions of becoming a member or volunteering. I just wanted to take a tour and see what the museum was all about. Don Neidert struck up a conversation with me and he asked me if I might be interested in joining the museum. Then he mentioned that MAPS could really use additional tour guides.

I never served in the military. (Hard to believe, but the military didn't want me!) I didn't know all that much about modern aircraft. I certainly didn't feel that I was qualified to talk to people about the planes and items in the museum. How the heck could I become a tour guide? And why would I want to?

Then I was introduced to Paul Uhlman. He had me follow him on one of his tours and showed me how much fun it can be. Paul gave me the training materials, and told me not to worry about memorizing all of it. Just get the general idea about the aircraft and displays. Plus, there were stanchions with information about each item to prompt me. If I didn't know something, tell the people I didn't know, but I could find out for them if they liked, or ask one of the other guides. Everyone was happy to help.

I followed Paul on several of his tours. I went with some of the guides and listened to their presentations. Every tour was a little different. Each guide emphasized some things the others didn't. Visitors to the museum always enjoyed having a real person show them around. And the guides all had a good time talking to the museum guests. I thought to myself, "This could be really cool."

It was. Sure, I was a little hesitant in my first few presentations. Paul followed as back up on the first two and pronounced me ready to solo. Visitors were always attentive and appreciative. Even when they knew more about the aircraft than I did. They always enjoyed talking about them. I often used the information cards to remind me about some of my talking points. And after I conducted a handful of tours I realized I was having a really good time.

I worked on Fridays. The guides on Friday are great. I learned a lot about naval aviation, submarines, skydiving, and being a pilot. We discussed blimps, military history, and I helped to solve many of the world's problems--in only a few hours.

My confessions? Now that I live in the cold, white North of Wisconsin, I really miss being a more integral part of MAPS. It felt great knowing I contributed something important to such a worthwhile organization. Having tour guides really sets MAPS apart from most other museums. I had many visitors tell me how nice it was to have someone to show them around and tell them about the exhibits. It really mad a huge difference in their enjoyment of our museum. To be honest, I got just as much out of talking to them as they got from listening to me.

As a tour guide, I had a strong feeling of belonging. I made some good friends at MAPS and I miss all of you. Most of all, I miss meeting all of those people with stories to tell.

If you have one day, or even a half a day each week that you can devote to having a good time, I recommend that you try being a tour guide. You won't regret it.

For a good time, call: Dennis Dickey at 330-896-1306. Or talk to one of our friendly tour guides. You'll be glad you did.

Ken Alexander, MAPS Member, [Relocated] Tour Guide, and resident of Sparta, Wisconsin

P.S. Even if you can't become a tour guide, take a tour or two from different guides! You'll hear new tidbits about our planes and displays and increase your knowledge about the museum.

The Saga of 081 - F-100D Super Sabre #56-3081

F-100D, 56-3081 was delivered to Cannon AFB, NM on June 19, 1957. Fifty three years later it is being restored at MAPS. During this 53 years 081 led a very active life. It flew to Asia and Europe to sit nuclear alert as part of the Cold War. Later it was a training aircraft for new fighter pilots.

In 1967 it was deployed to do what it was designed for – combat. 56-3081 survived 3 years of combat in Vietnam then returned to the states, again for training purposes. In April 1972 it began 6 years of active duty with the Air National Guard in Ohio, Iowa and Missouri. The Missouri ANG was the last combat unit to fly 081 as a piloted aircraft (see formation photo).

In the fall of 1978, 56-3081 was sent to the “bone yard” (AMARG) at Davis-Monthan AFB, AZ. It sat there for 10 years before it was converted to a QF-100D drone (#339) in 1988. 56-3081 escaped combat damage in Vietnam but as a drone it was hit with an AIM-9 Sidewinder missile. The missile came from the upper left rear striking the lower edge of the rudder then punching a hole in the left inboard aileron. There was no explosion, probably a guidance only test. Upon landing, the nose gear collapsed grinding off a good portion of the forward lower intake.

In June 1998, 56-3081 was shipped to the Florida Military Aviation Museum, Clearwater, FL for display. A few years later the museum closed and the 081 was disassembled and sent to a swampy field south of Winter Haven, FL (see photo). In November 2004 MAPS Air Museum rescued 081 from the swamp and transported it to the museum. Restoration began in June 2005.

The major damage to the aircraft (other than the Sidewinder hit) was corrosion. Many years in the Florida salt air took its toll (deep pits in thick skin, holes in thin skin, some panels corroded away). To date most of the corrosion has been removed and filled or skin replaced. The intake damage has been repaired and most of the missing components (pitot boom, air refueling probe, gear doors tail hook, tires, etc.) have been obtained. The wings and horizontal stabilators are complete and the vertical stabilator and rudder are in progress. We still have 2-3 years before 56-3081 is restored to its former glory.



Above, #081 as found in the Florida swamps in November 2004. Right, #081 in flight with the Missouri ANG, ca 1975. Below, a view of #081 while undergoing restoration here at MAPS Air Museum.





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MUSEUM HOURS

SUN 1130AM-400PM
MON CLOSED
TUES 900AM-400PM
WEDS 900AM-900PM
THURS 900AM-400PM
FRI 900AM-400PM
SAT 900AM-400PM

MAILING LABEL HERE

Founder's Weekend 2010 *MAPS 20th Birthday Bash*

Join us as we celebrate the 20th Anniversary of MAPS Air Museum on Saturday July 3rd and Sunday July 4th. Trace our growth, from our start with 14 Founding Members, 1 aircraft, and a borrowed corner of the Restoration building , to our current status; an internationally known Museum with over 400 Members, 25 aircraft, and countless displays and artifacts.

New displays / exhibits that will be unveiled at the Founder's Weekend 2010 event include a photo timeline / history of MAPS through the years, and displays highlighting our 14 Founding Members.

We're inviting vintage aircraft in the region for airshows to visit MAPS that weekend - we can't promise anything new will be here those days, but there's a chance something will stop by!

Founder's Weekend is a 2 day event, being held Saturday July 3rd and Sunday July 4th. Admission is \$10.00 per day, and includes admission to the Museum, live music and dancing on Saturday, and / or a Pancake Breakfast on Sunday.

Saturday, July 3rd - Exhibits, Live Music, Dancing

Hours: 900am to 1100pm

Sunday, July 4th - Exhibits, Pancake Breakfast

Hours: 800am to 400pm

**MAPS AIR MUSEUM BENEFIT
AND CELEBRATION HONORING ALL ARMED FORCES**
Cruise-In Cacklefest
★ Sunday, June 13, 2010 ★

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