



MAPS Participates in Hall of Fame Parade

Kim Kovesci, Executive Director. Interview by Bob Schwartz, Director Chair

Executive Director Kim Kovesci worked very hard to get the A-7 into the Hall of Fame Parade, I asked Kim why?

“I have been handling the marketing since I started this position. I had several major areas of focus other than improving our exposure in the papers, radio and TV.

- 1) I wanted to get signs on Rt-77 and Bob Schwartz says that we are getting a lot of visitors from that. (He does the stats on the sign-in book)
- 2) I wanted to get a better entry sign to let everyone know that we are up on this hill. The P-51 project will accomplish this.
- 3) I wanted to get a float in the Hall of Fame Parade.

“Why? There is nothing we can do in marketing that can have the impact that the parade has. In one short time period, we showed MAPS to The World, The Nation, the Region and to 200,000 people at the parade.

“Why the A7? I really wanted to put the F9 in the parade but it is not ready, the wheels need redone, the tires need changed, there is no cockpit, the hydraulics on the wings don't fold yet, but the biggest reason was the missing flap. The parade people did not want it in because of those reasons. We also tried to put the Kiowa in on Larry's trailer. The parade people rejected the idea. They want finished, shiny and unique entries. None of the rest of the airplanes could be put in, so it had to be the A7.

“Walking Guards - We originally had the Navy Reserve scheduled to walk around the plane. I cancelled them when I thought we were not going to go because of the lack of permits.

To compensate for this, I asked MAPS Members to walk and got T-shirts out of the Gift Shop for them.

“MAPS Escorts - Both Joe and John drove their own trucks to take the plane and bring the plane home. They also followed the plane in the parade and Joe had banners showing who we are.

“Here is how we finally got in. Everything was handled and the Canton Police said that they would take care of us to get the plane to Canton. On Wednesday, we were in touch with Jackson, North Canton and Canton police. Canton said they couldn't do it because they had no one free. North Canton couldn't do it because I asked. Canton wouldn't ask them because they talked to the State Police who said we had to have a wide load permit, so Canton would not call North Canton for help. Project was dead but we kept trying because the parade people wanted it in the parade.



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HOURS OF OPERATION

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

★ Mission Statement ★

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

Robert B. Williams, Obituary

Official Obituary, Canton Repistory



Robert B. Williams, 80, passed away May 31, 2013. He was born in Philadelphia, PA on June 11, 1932 the son of Clarence & Thelma Williams. He was a member of Church of the Lakes. Robert proudly served his country as a Navy veteran. He was a member of the Elks and the Eagles Clubs of North Canton. Robert worked in sales for 3M and Comdoc. Robert always had a great personality and had a great sense of humor. He was one of the first volunteer tour guides for Maps Air Museum. His greatest enjoyment was his love for his family and friends with whom he made many fond memories spending time at the Jersey Shore. Robert was a loving husband, wonderful father and grandfather. He will always be remembered for his kindness and generosity.

He was preceded in death by his parents and daughter-in-law Kristi Williams. Robert leaves to cherish his memories his loving wife of 57 years, Virginia S. Williams; children Robert (Robyn) Williams Jr., Bradley Williams, Brian (Karen) Williams and Barbara (Jeffery) Spicer; grandchildren Krystle, Jenna, Stephanie, Megan, Samantha and Allison.

In lieu of flowers donations may be made to Maps Air Museum (2260 International Pkwy., N. Canton, Ohio 44720) in his honor. §

ADDRESS AND CONTACT

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The Corsair Cockpit

Don Neidert, MAPS Dedicated Member

THIS STORY IS DEDICATED TO BOB WILLIAMS AS ONE OF THE PROJECTS THAT HE SPEARHEADED. BOB PASSED AWAY LAST JULY.

If we can't get a Corsair how about the cockpit? Well Bob Williams got this idea when he heard Goodyear was shutting down the Museum on the 4th floor of their office bldg. After some lengthy negotiations with Goodyear, Bob reached an agreement that MAPS could have it if we took it out.

Dick With joined Bob as crew chiefs on the project. During the summer of 09, Jerry Ramey, Jim Mosley, Bud Mock and myself joined the two crew chiefs to remove the cockpit. It had to be moved thru 2 city blocks of offices to a freight elevator. It was too wide and high to get thru the doors and the freight elevator let alone the hallway. It had a platform built around it for viewing.

We asked Bob how in the world are we going to do this and his answer was "guys, we just have to, one way or another". After some lengthy discussions, measurements, sketches and discarding several ideas we finally decided on a plan. It had to be completely gutted, separated into two pieces, 10 inches had to be cut off one side. The cradle had to be removed and set on a low dolly to clear the doors. 200 lbs of armor plus everything we could get loose was removed. Separating the aft section took days of squeezing into the tight space and feeling the bolts that you could not see. We would take turns removing bolts, 15 minutes at a time was enough. There were at least 75 bolts; it was with a big sigh of relief when it finally separated. Jim went thru 10 saw blades sawing off the left wing mount. It then had to be transferred to a low dolly we made at MAPS.

We estimated the main cockpit section weighed at least 1000 lbs. As we were finally pushing it down the hallway a water fountain cleared only by one half inch. We got it to the elevator and it would not fit. The Goodyear building maintenance crew had to remove all the rails inside the elevator and it finally went in. All the personnel at Goodyear were very helpful, especially Chrissie, the young lady that was our main Goodyear contact, she has since been promoted.

The cockpit was reassembled at MAPS . Bob and Dick installed several instruments that Bob acquired including a gun sight. The manikin, parachute, life vest, raft, goggles, and mask were loaned by the curators Gary Haught and Jim Cameron. Bob and Dick repainted it in the spring of 2011.

It was well worth the effort, as it is a rare piece of aviation history and MAPS is lucky to have it. Bob heard from a Goodyear source that the estimate given them by a contractor to remove it was \$40,000.

Jim Mosley has been researching the history of the aircraft. He has found that it most likely was one of 7 pulled from the early FG1 production line and used in the experimental F2G program. It had slight damage from a landing but was repairable until the crane used to move it collapsed on it. The damage was too extensive to repair so the cockpit was salvaged for the museum. §

P-51 is going to Massillon Road

Kim Kovesci, Executive Director

Two years ago, our Members began a project to restore a full size model of a P-51 Mustang that had been damaged in a winter storm. It has been a long two year haul but our members have overcome every challenge placed in front of them. The final location will be on the Northeast corner of Massillon Road and International Parkway. The City of Green has surveyed the site and final location has been identified. We only have a few details remaining before we get final approval from the County and the approval to start construction. Hopefully, our next Briefing will include a picture of Bob Withee's P-51 Mustang, Jean Ann II spinning in the wind like a big weather vane. §



ACF Awards MAPS Air Museum 2nd Grant

Kim Kovesci, Executive Director

The McAlonan Fund of the Akron Community Foundation awarded MAPS Air Museum their second grant in as many years.

This grant will support MAPS High School US History Program in Summit County by funding visits for over 750 students studying US History for the 2013-2014 school year. The grant will pay all of the expenses for classes to visit our museum. We will provide a DVD, teacher lesson plans on three Ohio State Standards; Isolationism (Pearl Harbor Attack), Women in Industry (Rosie the Riveter) and Racism/Segregation (Tuskegee Airmen).

We believe this program is one of the most important activities that we perform at MAPS. We appreciate the support that we receive from both the Akron Community Foundation and the McAlonan Foundation. Thank You again for your support. §

THANK YOU!



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The Hun is 60 Years Old

Ken Ramsay, Director



In January 1951, North American Aviation submitted a proposal to the USAF for a supersonic day-fighter named Sabre 45, due to its 45 degree swept wing. In July of that year a mock-up was completed, then modified and accepted by the USAF as the F-100 in November. In January 1952 the USAF ordered two YF-100As for evaluation. Later that year, 273 F-100As were ordered before the YF-100A had even flown.

On May 25, 1953 the first YF-100A was flown by NA chief pilot George Welch. During that first flight the aircraft reached 35,000 feet and Mach 1.12, quite an achievement for the first flight of a high performance aircraft. The first production F-100A flew 5 months later armed with four 20mm cannons.

Subsequent testing and evaluation resulted in many changes to correct unusual flight characteristics. Wing fences and a larger vertical stabilizer were the most obvious. The F-100C was introduced in early 1954 adding an air-to-ground weapons delivery system. The F-100D entered service in September 1956 as a primary air-to-ground fighter with some air-to-air capability. This upgraded model had an auto pilot (which didn't work very well), better avionics, air-to-air missiles, wing flaps, larger wing span and improved nuclear weapons delivery system. The 2-seat F-100F entered service in 1958. Overall, 2294 F-100s were produced from 1953 to 1958.

During its service life, the F-100 affectionately known as The Hun, served many missions all over the world; day-fighter, nuclear alert (Cold War), armed alert (Cuban Missile Crisis) and combat (Vietnam). The F-100 flew more combat missions

in Vietnam than the P-51s flew in WW II. The last F-100 was retired in 1979 after 26 years of active service. Ten years later some F-100s were converted to QF-100 drones.

So, Happy 60th Birthday Super Sabre. You have earned a well deserved rest. However your memory will be preserved through organizations such as the Super Sabre Society, museum displays (56-3081 at MAPS) and some day, we hope, a Super Sabre museum. §

Haines Memorial Garden adds color to MAPS

Kim Kovesci, Executive Director

We have gone through an entire season with the Bill Haines Memorial Garden. On any given day, you might see Julie Adams or Barb Johnston working to keep the area free of weeds and well groomed. Thank you ladies for making the "Garden Grow." §



Curator's Corner, September 2013

Jim Cameron, Curator

MAPS Curator's Department has received the flight suit, helmet, gloves, high pressure suit, and other military items

from Leonard and Rowena Lindh, parents of USAF Captain Jerry Lindh, F-111 Fighter pilot from the 55th Fighter Squadron.

Captain Lindh, originally from Hudson, Ohio, loved aviation from a very young age. He was always drawing airplanes and building models. He made a solo flight on his 16th birthday and earned his pilot's license at 17.



When Jerry graduated from the USAF Academy in 1984 near the top of his class, Vice President George Bush and Senator Barry Goldwater were in attendance.

Jerry was a “Top Gun” pilot and served in Turkey for six months in 1992. He then transferred to Upper Heyford, England.

On September 17, 1992, Captain Lindh and Major Mike McGuire were on a training flight in an F-111 Fighter plane when technical problems occurred over the village of Upper Heyford. Realizing that if they ejected from the plane it would crash into the village with potential great loss of life, they chose to remain with the aircraft and to direct it away from the village. Both Captain Lindh and Major McGuire were killed in the ensuing crash. Captain Lindh's remains are interred at the USAF Academy in Colorado Springs, Co.

MAPS Curator's Department is currently developing a display honoring Captain Lindh that will be located in the

Gallery Of Heroes. Captain Lindh is the personification of the term HERO and we are proud to be charged with the honor of sharing his bravery with members and guests of the museum. §

UPCOMING EVENTS

SEPTEMBER

- WED, Sep 11: BOARD MEETING
- WED, Sep 11: JACKSON-BELDEN CHAMBER
- SAT, Sep 14: KSU AVIATION DAY
- SAT, Sep 14: POW-WOW
- SAT, Sep 14: MAPS AIR ACADEMY
- FRI, Sep 20: BOY SCOUT CAMPOUT
- SAT, Sep 21: SKYMASTER STUNT & SCALE CONTEST
- SAT, Sep 21: MAPS AIR ACADEMY
- SAT, Sep 21: MEMBERSHIP MEETING
- SAT, Sep 28: MAPS AIR ACADEMY
- SUN, Sep 29: PANCAKE BREAKFAST

OCTOBER

- SAT, Oct 5: DROPTOUT CAR SHOW
- SAT, Oct 5: MAPS AIR ACADEMY
- TUE, Oct 8: FANCY FREE HOLIDAY TOURS
- WED, Oct 9: BOARD MEETING
- THU, Oct 10: MEMBERSHIP MEETING
- SUN, Oct 13: ALEXIS ARTS PHOTOGRAPHY
- FRI, Oct 18: NEOEA DAY
- SAT, Oct 19: NORTH CANTON LIBRARY
- SAT, Oct 19: MAPS AIR ACADEMY
- SAT, Oct 26: SPAGHETTI DINNER
- SAT, Oct 26: MAPS AIR ACADEMY

NOVEMBER

- SAT, Nov 2: MAPS AIR ACADEMY
- WED, Nov 6: BOARD MEETING
- SAT, Nov 9: MAPS AIR ACADEMY
- SAT, Nov 9: MEMBERSHIP MEETING
- SAT, Nov 9: VETERANS DAY CELEBRATION DINNER AND DANCE
- SAT, Nov 16: STARK STATE FIRE TRAINING
- SAT, Nov 16: MAPS AIR ACADEMY

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Aircraft Profiles, AH-1S Cobra

Reed Kimball, Edu. and Scheduling Coord.



AH-1S (Serial # 70-16084) began its service life in December 1972 as an AH-1G version assigned to Troop C, 7th Squadron, 17th Cavalry which was part of the 6th Air Cavalry Combat Brigade station at Fort Hood, Texas. While at Fort Hood, it was modified to an AH-1Q version on February 22, 1976. On April 16, 1976, it was reassigned to the 235th Attack Helicopter Company located in Fort Knox, Kentucky.

On July 12, 1976, the 235th AHC was deployed overseas to Wurzburg, Germany (APO 09036) as part of the NATO contingent. It remained overseas until March 8, 1978. Upon its return from the OCONUS assignment, it was sent to the Corpus Christi Army Depot where it was modified to an AH-1S version on March 9th then returned to Fort Hood and C-7/17th Cavalry on March 21st. It stayed in that assignment until July 3, 1984 when it was reassigned to the 4th Squadron, 6th Cavalry also at Fort Hood. It remained with that unit until June 23, 1987.

The Cobra was then assigned to the 1106th Aviation Classification Repair Activity Depot (AVCRAD), part of the California

Air Guard, located in Fresno, California. It remained at that location until July 7, 1988 when it was assigned to Troop Q, 4th Squadron, 107th Armored Cavalry Squadron of the Ohio Air National Guard located at the Akron-Canton Regional Airport. Maintenance for this unit was provided by the Army Aviation Support Facility that was located at the facility currently occupied by the MAPS museum.

The airframe was donated for static display to MAPS on May 13, 1996 per letter AMCPM-CO-L letter of conditional donation dated 18 December 1995. The aircraft had a total of 2008.0 hours of flight time at the time of donation. §

Airport transfers Building to MAPS

Kim Kovesci, Executive Director

As you come up the hill to MAPS, you may notice the building to the right with the four big garage doors. The building was no longer needed by the airport after their new operations building was put into service. The airport transferred the building to MAPS and we began a project to repair the roof and clean up the office area. Our current plan is to renovate the office spaces and use them as our administrative offices. This available bay space will be used to store our lift, tractors and tow motors. We would also like to move maintenance into the building which would free up the space in the hangar for engines displays. This would also render the adjacent room in the hangar usable to display flight simulators. We believe this is a very important asset and we are looking forward to making this space available for our use. §

Chairman's Notes

Bob Schwartz, Director Chair

It is with a sad heart that we announce the passing of Bob Williams, a very active, long time member. Bob was Board Chairman in MAPS early years. I first worked with Bob on the restoration of the Goodyear "Spirit of Akron" blimp gondola. Bob was always cheerful, a hard worker and liked to tease and be teased. He liked to wear these crazy Bermuda shorts and new we'd tease him, Bob would laugh with the rest of us.

The Lighter than Air Society requested a MAPS member volunteer as a one of their board members, Bob jumped at the opportunity and served for several years up until his passing. Bob was also one of the members your humble chairman would reach out too for advice and we would have some serious discussions often when Bob was wintering in Florida. Don Neidert dedicates an article in this issue about Bob Williams and his efforts in obtaining the Goodyear Corsair cockpit for MAPS.

Through a lot of hard work Kim Kovesci and several dedicated volunteers, MAPS was represented in this years Hall of Fame Grand Parade. This parade is difficult to get into and normally takes 2 or 3 years. Getting in is a story in itself and I asked Kim why in a related article.

A big MAPS thank you to all our dedicated volunteers. We had a huge month and you pulled through big time. We set an all time record of over 5,000 volunteer hours for the month of August. §

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MAPS Participates in Hall of Fame Parade

Kim Kovesci. Interview by Bob Schwartz

On Friday

"We tried to get our own permit, but it takes insurance and a licensed vehicle plus not enough time. I tried to do it through

Jerry, goes to get the planes for us. His wife gets all the permits and she is in Japan. His friend tried to help but he had a load to pull and had to leave.

"Then at 2:30 I was talking to a bus driver and he said call a towing company. Two calls later I heard the words, I can't do it but I have a friend that might want to help. His friend was the owner of American Demolition, Butch Olmstead. His secretary, Mary and her husband Darrel were the people on the tug and in the plane during the parade.

"Mary was not able to get a state permit but they called in favors to get a Canton wide load permit, we just could not go on state roads. That permit paved the way for Canton to make the call to North Canton for help. I personally went to talk to the Chief at Jackson and he asked, is it the same plane you took to the Balloon Classic? I said yes. He said that was really something, we will help and what do you need.

"Then everything came to a halt again at 10:00 pm. I found out they wanted to pull the plane in the parade with their truck and not use the tug. I said it doesn't matter to me but I have to check with the parade people. When I called them, he said either it is the tug or the plane doesn't go either. I called back and the owner was very disappointed but he said since you did all the work, go ahead and do it for them. That's why they were on the tug.

"Was it worth it? I enjoyed the ride and I think all of the MAPS members did too. I wore my VFA 105 Shirt in honor of our pilots and my Saratoga hat in honor of our ship that is being cut apart. MAPS got a tremendous amount of visibility and I am really glad that Joe Miller put the banners on his truck. We had two big banners created by the print shop that advertised the Collings visit. I believe that it was a success and worth the effort.

"My overall objective is to make the people know who we are and why we exist. Well, I think we took a chunk out of who we are by participating in the parade, so I think it was worth it." §

★ MAPS TRIVIA ★

QUESTION:

What year did Charles Lindbergh make his infamous Transatlantic flight from New York to Paris?

BONUS: How long was the flight?

(answer on page 08)



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ADDRESS SERVICE REQUESTED

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MAPS TRIVIA ANSWER: May 20-21 1927. Bonus Answer: 33 hours and 30 minutes.

★ 2013 MAPS Air Academy ★

Due to a generous grant being provided by Lockheed-Martin, the 2013 edition of the MAPS Air Academy has been planned. Starting on Saturday, September 14th, the program will run for 10 consecutive Saturday mornings. The program is designed for students from the ages of 10 to 14 years old.

The MAPS Air Academy, as originally designed by John Sheridan, was designed to provide students with a learning opportunity like none that they will find in a traditional classroom. It combines science, technology, engineering and mathematical concepts with history, “real world” applications and access to the aircraft and equipment that made aviation history. This study of aviation and flying encompasses a majority of the curriculum that you traditionally find in schools and can be used to provide practical examples of a wide variety of subjects. Some examples of these connections are:

How are they built? – Industrial Arts
How do they fly? - Science
Who made them fly? – History

Where do they fly? – Geography
Who controls them? – Government
What do they cost? – Economics

How to you plan a flight? – Mathematics
Where do they land? – Social Studies

The subjects that will be introduced during the 10-week program include the following:

History of Flight
Forces Affecting Flight
Aircraft Controls and Surfaces
Aircraft Instrumentation
Introduction to Gliders
Aircraft Propulsion
(Piston Engines and Propellers)
Aircraft Propulsion (Turbines)
Lighter than Air Aircraft

VSTOL/Amphibian/Hovercraft Technology
Aircraft Pre-Flight Procedures
Introduction to Helicopters
Helicopter Flight Controls
Introduction to Radar
Aviation Communications
Rocket Theory
Aviation Maps
Air Traffic Control/Airport Symbolology

Navigation
Weather
Flight Planning
Future of Flight
Aviation Careers
Flight Simulator Training

Thank you to all of the members and guest instructors that give of their time and effort to make this program an effective experience. A special thank you is given to Lockheed-Martin for making this program possible. §