



The purpose of documenting the history of this organization 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.

This is our story.

History of the Military Aviation Preservation Society

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 nearly 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 hanger 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
Dennis Carroll
Dennis Gugliotta
James Helmick
Rick Tenan
William Tenan
Phillip Schweigert

Martha Tenan
Charles Moore
Charles Tillson
Nadine Bluhm
Tom Hughes
Paul Gates
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 on 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, who owned 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. He 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 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 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 hanger on the west side of the airport. Although 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. 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 1991, building work and parts cataloging sessions were started on Mondays from 7:00 PM to 10:00 PM.

On June 21, 1990, the Military Aircraft Preservation Society (MAPS) Air Museum was incorporated with the State of Ohio. 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. All that remained was the formal organization of the new group. From the back of a napkin emerged the name, “Military Aircraft Preservation Society”, or “MAPS” for short. By-laws, articles of incorporation, job descriptions and regulations were written, other details worked out. 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?"*

On July 23, 1990, the first of David's aircraft arrived. These first airframes consisted of the partial fuselages of three Douglass SBD (Scout Bomber Douglass) 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, arrived on August 6, 1990 and was used for parts for the first two airframes. None of these original three aircraft are still at MAPS.

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 about 20 members on the Association rolls.

Not long after this first meeting, the next aircraft was received by MAPS from David Tallichet. This aircraft was a Beechcraft Model-18 (Navy version SNB-5, Serial # **43-33316**) which was flown in for restoration. 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 the serial numbers of most aircraft represents the year the contract for the airframe was finalized.)

On September 1, 1990, the SBD Dauntless fuselages were 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 in 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.

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. Since the maintenance building was un-heated, very little work could be done during the winter months. 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.

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."

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 timeframe 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 with a number of changes incorporated in the final document.



In May of 1991, garage doors were installed in the east end of the building. 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 September of 1991, three more airframes arrived at the MAPS facility. These aircraft included the 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.**



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.

On December 31, 1991, Dennis Carroll was appointed Interim Executive Director of MAPS, replacing James Helmick, who resigned on December 16th. On the July 1, 1992, he became the

first full-time Executive Director of the organization. He served in this capacity until September 1, 1992.

1992

In January of 1992, the Army National Guard donated a building heater to MAPS to heat the facility to enable work to 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 started to receive more building space from the Akron-Canton Airport to use for setting up a machine and sheet metal shop.

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 with the wings arriving a week later on April 20th.



On May 27, 1992, a Polish-built Mikoyan-Gurevich (MiG) - 17 aircraft arrived at MAPS. The MiG-17 at the MAPS museum is actually a Polish-built LIM-6bis (Serial # 1J-04-19), which differs slightly from the Soviet MiGs in that it carries a breaking 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 MiG-17 was moved into the building next to one of the SBD-5 fuselages which was the first aircraft moved inside for restoration. There was some concern expressed about the condition of the MiG airframe as in mid-June of 1992, it was discovered that its ejection seat was still armed!

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

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 also 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. As this first visit was so successful for both the Collings Foundation and for MAPS, it became a recurring event.

MAPS, by laying its own gas line in the Fall of 1992, was able to connect a natural gas service to the building, which 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. Similarly, MAPS was also able to secure its own metered electrical power to the building over Thanksgiving weekend on 1993. This corrected a situation whereby MAPS relied 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.

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

1993

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

After back and forth negotiations, a lease was signed with the Airport for the old National Guard Maintenance Building on the 1st of May, 1993. The cost to MAPS for use of the facility was \$1.00 due of the first day of each year of the agreement. The initial lease was for a 5-year period with option for three additional years. The last of the airport's equipment was removed in June and July of 1993.

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

Section III: Slide and Recovery.

1994

On 31 January 1994, the MAPS trustees approved an official organizational name change to the "Military Aviation Preservation Society Air Museum".

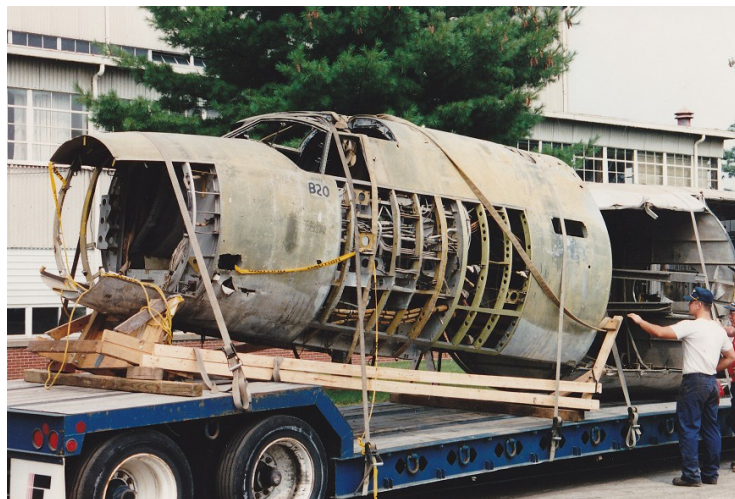
Trouble came early in 1994 as the separate utilities nearly led to financial collapse of the organization. Fund-raising activities had not built up enough money to get through the Winter of 1993-1994 and to pay utility bills that had not existed before that season. Fortunately, MAPS was able to encourage 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, which saved 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.

Over the next several years, MAPS began to see 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 in both financial contributions and in memorabilia and artifacts.

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 painting still are 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 was 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 which made a forced landing in British Columbia on January 16, 1942. The airframe was recovered by David Tallichet in November of 1971. The Marauder was dedicated on September 9, 2012 in a ceremony attended by over 30 WWII Veterans, 20 “Rosie the Riveters” and 200 guests with comments provided by a member of the Ohio Senate.



1995

The gondola of the Goodyear GZ-22 blimp *Spirit of Akron* arrived at the MAPS facility on May 6, 1995. Prior to the move, the car was stored at Goodyear’s Wingfoot Lake facility. The actual Goodyear blimp *Spirit of Akron* crashed in a wooded area near the Goodyear Air Dock on Thursday, October 28, 1999 injuring two of the crew.

On July 30, 1995, the first of what was to become a regular MAPS event was conducted. The Pancake Breakfast is now a staple of the MAPS calendar.

In the Summer of 1995, MAPS Air Museum opened their 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). At that time, the museum experienced more military aviation artifacts (either on loan or as gifts) from both members and local area families. Key to the effort at improving public access and support was the creation of a public display room which was erected at the south end of the Maintenance Building.

1996

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.”

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 was located at the 107th Air Cavalry headquartered on the north side of the Akron-Canton Regional Airport. On September 27, 1996, a Bell OH-58A Kiowa (Serial # 69-16153) was received, also from the 107th Air Cavalry.

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 with Saturdays now being opened 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 Anti-Aircraft guns and two recoilless rifles (105 mm and 75 mm) were placed on loan to the museum.

1997

Through the generous donations from the Timken Family and Timken Foundation, the MAPS library was developed and dedicated in Mrs. Timken's name. The Louise B. Timken Aviation Research Library was dedicated on May 7, 1997. 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 houses a vast collection of vintage aviation books and memorabilia which is available to all MAPS members for their research and enjoyment.

On, May 24, 1997, the fuselages of two Bell P-39 Aerocobras and a 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.

The initial MAPS website was created in May of 1997 with the web address [http://angelfire.com/ oh/mapsairmuseum/](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.

1998

The first addition to the MAPS facility was finished in January of 1998. A small concrete block outbuilding was constructed that was attached to the north 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.

1999

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

On September 22, 1999, MAPS members learned from an "un-official" source that the Chautauqua Airlines Maintenance Facility (now 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. They went on to say that "if" such a move occurred, that 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 (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" celebrated the 10th anniversary of the founding of the organization 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.

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.”

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 that attended and 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 Forman 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 donated to the Museum. 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 was not 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 15, 2001 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



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 reformed at Akron-Canton Municipal Airport and re-designated as the 112th Fighter-Bomber Squadron. When the unit arrived at the Akron-Canton Municipal Airport, it was re-equipped with F-51H Mustangs. As such, 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. The newly formed United States Air Force changed the fighter's designation from "P" for "Pursuit" to "F" for "Fighter" in 1947.

On February 24, 1954, the unit was re-designated from 112th Bombardment Squadron to the 112th Fighter Bomber 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 Bomber Squadron. The new emblem was officially approved and became federally recognized on March 9, 1954.



In October 1955, the 112th FBS were informed that they were 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 FBS left Akron-Canton for the Toledo Municipal Airport on 1 April 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.

After the 112th left the hangar facility, the complex became home to the Aviation Company, 107th Armored Cavalry Regiment (ACR) on November 1, 1961. The hangar was utilized to house the 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 re-designated as Troop N, 107th ACR. In early 1972, the 107th went to all helicopter aircraft which consisted of Bell UH-1 Iroquois, 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 with a new armory built in 1988. The aviation assets moved from the current MAPS hangar to the new facility in late 1986. The remainder of the units followed upon completion of the armory in 1988. 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 re-organized as various aviation elements. Most, however, 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. Initially, Akron-Canton Regional Airport was linked to Pittsburgh in 1979, 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 personnel 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 year. 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 from the Airport, 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 in June of 2001 by a private owner for storage and display. 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 with the

airframe arriving at the museum soon after the hangar was opened for use. This was the first airframe, not part of the MAPS collection that was 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 with 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 occurring on September 11, 2001 caused significant changes to 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.

2002

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 took the space required to exhibit the broad wing span of the glider. Designed and built by William H. Martin of Canton, Ohio, the glider resided for a period of time at the Smithsonian Museum. The Martin Glider, now refurbished and displayed, was dedicated on November 12, 2005.



During the MAPS Air Museum member's meeting held on Wednesday, May 1, 2002, it was announced the MAPS would be receiving an artifact from the U.S.S. Arizona. This artifact was requested in honor of a member's brother who is still on the Arizona. A formal letter of request was sent to Congressman Tom Sawyer. Congressman Sawyer was able to request and to obtain 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 in a display commemorating the Pearl Harbor attack, 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 grew rapidly with the onset of World War II.

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 useable) would not be possible. It was estimated that 50,000 visitors attending this event. This event honored the 60th anniversary of Doolittle's Tokyo Raid.

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 to expanding the museum collection over the next 3 years.

2003

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 March of 1993.

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.

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 cancelled, the airframe was then scheduled to be de-commissioned and either shredded or used for target practice. It was disassembled and arrived at the MAPS Air Museum on November 18, 2003.



2004

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 significantly increased 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 based on the U.S.S. Saratoga that were killed in Vietnam in 1972 and whose names are memorialized on the cockpit of the aircraft.

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) back to MAPS. Disassembly started on November 12, 2004 with arrival on November 16, 2004. These three aircraft were provided through the U.S. Air Force Museum accreditation that was achieved late in 2002. This initial shipment contained primarily the fuselage sections of the airframes. Retrieval of the wings and other parts was delayed while funds were raised to defray movement costs. These parts were retrieved and moved to MAPS on December 16, 2006. The F-100D was restored and dedicated on June 17, 2012.

2005

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 was effective 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 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.

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.



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 upon their return from their deployment tour in Iraq. Singer/songwriter Amy Grant gave a performance in front of the MAPS hangar to welcome the troops.

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 were cancelled. Considering this factor and the fact that Aero Expo 2006 lost money, the Board moved to skip the event for 2007 during their November 2006 meeting.

2007

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

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 1,100 once the second floor of the hangar was refurbished and all safety permits were issued.

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.



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 in March of 2007. 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, Wright Patterson AFB collection, 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. The dedication was in honor of all "Cold War" airmen who gave their lives for their country.



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 Active 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 a St. Louis based Aviation Corporation.

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



2008

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. This agreement allows MAPS to place the airframe on display as an adjunct to its collection.

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 west of the hangar building was dedicated to the MAPS Radio Section.

“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.

2009

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 flight by a single-winged heavier-than-air design to make a successful flight.

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-1 cockpit from their corporation museum which was scheduled to close in June of that year. The cockpit was disassembled, transported to MAPS and re-assembled 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.

A Republic F-84F Thunderstreak (Serial # 52-6524) was donated to MAPS from a private collection in Newberry, Ohio. Recovery of this airframe started in November of 2009 with arrival at MAPS on March 28, 2010.

2010

The Goodyear Drake (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 flying boat ever to be produced. Restored and re-painted, the Drake was dedicated on May 18, 2013.

On Saturday, June 3, 2010, MAPS celebrated its 20th anniversary. A check of membership records from the Summer of 2010 lists 436 names.

MAPS held its first annual Car Show on June 13, 2010. Highlight of this event was photos of the automobiles posed in front of MAPS aircraft.



2011

On May, 21, 2011 the first bi-annual Boy Scout Campout was conducted 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 Saturdays designed to include a Museum Tour, classes on aerodynamics, aircraft instrumentation, aviation careers, and demonstrations on the foxhole radio, preflight 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.



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.

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 October 11, 2011.

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

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 to be deployed in support of Enduring Freedom. The unit was part of a contingent of about 3,500 soldiers are part of a deployment package to Afghanistan, with about 2,100 from Ohio and 1,400 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.

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 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 now consists of a main library area, technical research/conference room, and an audio-visual room/studio.

Late in 2011, the Military Aircraft Restoration Corporation (MARC) once again selected MAPS for assignment airframes for restoration. A Vultee BT-13 Valiant Serial # 41-21882), another MARC airframe 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.

At the end of 2011, MAPS had recorded 462 memberships and 35,731 volunteer hours. Tour Guides had conducted 96 tours for scheduled tour groups and the museum had welcomed 11,197 visitors.

2012

In late 2012 two additional airframes arrived at MAPS for restoration and ultimate display. A Grumman RF-9F Cougar (Bureau # 144402) was received on loan in October 2012 from a private owner in Waynesburg, Ohio. Less than a month later, a second Cessna T-37B Tweet (Serial # 60-0188), was recovered from a collection in Mansfield.

On June 17, 2012, the restoration building at MAPS was dedicated to the memory of David Tallichet for his support of MAPS, for his dedication to preserving the "living symbols of American courage and sacrifice", and for the loan of the aircraft that were instrumental in the initial success of our organization.

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.

On Saturday August 11, 2012, 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.

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 Hewet 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.



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 Saturdays 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 Mathematical (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 provide teachers with additional classroom extension tools that could be provided through the MAPS Air Museum and their 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. The program was designed to support the United States History learning standards involving the concepts of isolationism (covered by both the Pearl Harbor and Charles Lindbergh displays), women in industry (covered by the “Rosie the Riveter” display), racism and segregation learning standard (covered by the Tuskegee Airmen display) and women in aviation (covered in the Nadine Harris-Bluhm/WASP display).

In December of 2012 a MAPS Cookbook was created to help market the Museum and to provide an additional fundraiser effort. The book included many photos of MAPS aircraft and memories of MAPS veterans.

At the end of 2012, MAPS had recorded 491 memberships, which was an increase of 29 memberships. The 47,618 volunteer hours represented a 26 percent increase over 2011 totals. During 2012, Tour Guides had conducted 118 tours for scheduled tour groups – an increase of 22. The museum had welcomed 18,617 visitors. This was an increase of 7,420 visitors (66%) over the prior year.

2013

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.

On April 20, 2013, MAPS hosted a ceremony concluding operations of the “Honor Flight” 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.

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 of 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 at 2:00 AM escorted by Green Police, displayed for the festivities and returned to the museum (again early on the morning).



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, demolition work was begun to prepare for occupancy and well as work on repairing windows in the motor pool bays.

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 (Scheduling and Education Coordinator) to support the Executive Director.

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.

On August 3, 2013, MAPS received nation-wide visibility when our A-7 Intruder 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. The parade was televised to regional audiences a week later.



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 sat on display outside the 100th Bomb Group Restaurant near Cleveland Hopkins Airport. Until, that is, 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 was moved from Cleveland to North Canton for initiation of 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. The park was created around the full-sized P-51 Mustang fiberglass model. The aircraft will replicate Mr. Bob Withee's plane, "*Jean Ann II*", and 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 and the brickwork for the memorial started during the first week of December.

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

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 key to moving forward on the project. 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. Demolition work of internal walls commenced in November of 2013.

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

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



September also brought additional modifications to the hangar facility. A radio room display and work area was started on the second floor that would highlight the part that electronic communications played in aviation history. On September 16, a training room was started in a room in the southwest corner of the hangar facility. Designed as a combination computer laboratory to include flight simulators, the training room enhanced the education component of the MAPS mission. A lighted model of the Akron-Canton Regional Airport and working wind tunnel highlight some of the other training opportunities that are available in the training room.

On October 7, 2013, a MiG-15UTI (Midget) arrived at MAPS. The MiG-15UTI is the trainer version of the MiG-15 (Fagot). The privately owned aircraft, which was brought to MAPS for restoration, has Polish Air Force markings.

The Scout program was expanded to include Cub Scouts as MAPS hosted a Cub Scout Day on Saturday, October 126, 2013. The first edition of this program attracted 160 scouts and leaders for instruction on aviation basics and a tour of the facility.

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. During 2012, Tour Guides had conducted 208 tours for scheduled tour groups – an increase of 90 tours (76% increase). The museum had welcomed 26,977 visitors. This represented an increase of 8,360 visitors (45%) over the 2012 figures.

Section V: The Future.

The story of MAPS does not end here, however. Long Range plans call for museum expansion to the second floor of the hangar building. This expansion will include a conference room/banquet area, classroom spaces, expansion of the Gallery of Heroes, and a museum dedicated to the Ohio Air National Guard. Movement of maintenance equipment into the motor pool building to the south of the original museum is also planned. Once spaces on the first floor are vacated, separate display areas for weapons and engines will be renovated. Long range plans include construction of a new hangar facility to better store and protect the historical artifacts and aircraft in our collection.

It started with fourteen dedicated individuals and some notes on the back of a napkin. MAPS Air Museum owes much to those fourteen Founding Members and their efforts. The story and the successes of the Military Aircraft Preservation Society and MAPS Air Museum, however, do not end with them – it just started there. The future will be determined by current and future members, their efforts in preserving the past, and their determination that the past never be forgotten.